

CHINA TO CLOSE UP GERMAN HONGS AS FIRST WAR MOVE

All Enemy Subjects Will
Be Under Jurisdiction
Of Chinese Law

SHIPS TO BE TAKEN

Cabinet Holds Meeting To
Decide On Measures To
Follow Declaration

Beijing, August 11.—Great secrecy is

being maintained concerning the measures which will be taken after the declaration of war but it is understood that the following points were discussed at a meeting of the Cabinet yesterday and approved by the majority of the Ministers.

All German businesses and agencies shall be suspended; all firearms and other weapons in possession of Germans shall be confiscated; all Germans shall be placed under surveillance; their freedom of movement shall be restricted and they shall be subject to Chinese law; the Customs shall prohibit the importation of German goods; Germans in the service of the Customs and other Government departments shall be suspended; the Chinese Government shall confiscate all German ships in Chinese waters.

According to the native papers, German merchants recently have been attempting to secure the assistance of Chinese to convert their firms into Sino-German concerns. Owing to the imminence of the declaration of war therefore the Government has drawn up regulations prohibiting such transactions.

China To Send Commission To Watch War In Europe

(From the Chinese Press)
A war commission will be sent to Switzerland by China to watch the European war, according to the decision arrived at by the Cabinet meeting Friday. The government has wired to Chang Chung-huan, Minister to Tokio, to consult the matter with the Swiss Minister at Tokio.

The meeting also decided measures as to the handling of Germans after the declaration of war. Germans will be entirely under Chinese jurisdiction. Their vessels will be confiscated, employees of the German race will be suspended, all prisoners of war will be restricted in their personal freedom and no enemy trading will be allowed. The Japanese Minister denied that there was any official or unofficial negotiation between the Chinese Ministry of Communications and Japanese Bankers for the much discussed loan for \$20,000,000, at a meeting of Ministers of the Entente powers at the French Legation yesterday, according to the Eastern News Agency. The meeting was called mainly for the discussion of preparations for the declaration of war by China.

On account of the flood, the new railway line between Wuchang, Hubei, and Yochow, Hunan, will postpone its formal opening till September 5, a month later than the scheduled date.

The charge against the German, Siebert, for espionage has been dismissed on account of lack of evidence against him. Siebert was arrested together with Chien Shih-ling, head of the Training Institution for Police Dogs at Peking, where he was an instructor.

An official note from the Civil Governor of Kiangsu to Hsu Kuang-liang, the chief of Nantao police in the Shanghai city, scored the latter for allowing his constables to assault the civilians. Numerous complaints have been filed by Shanghai city residents with the governor for being beaten by the northern policemen. The Kiangsu civil executive threatens to dismiss Hsu and his subordinates if the matter occurs again.

WEEKLY SILVER REPORT

(Reuters Agency War Service)
London, August 9.—Samuel Montagu's Weekly Silver Report today says: Today's price of 42-1/16d. is a record since January, 1892. There are famine supplies although the demand is in no way large.

It is anticipated that the world's production of silver in 1917 will be 200,000,000 ounces.

The silver holding of the Indian Government has again increased by over two crores of Rupees.

Radical Peace Proposals Drafted by Labor Party For Action at Stockholm

Memorandum Drawn Up And Probability Is Delegates
Will Attend Socialist Conference

(Reuters Agency War Service)

London, August 10.—At the Labor Party Conference today Mr. Arthur Henderson recommended a reversal of the previous decision not to attend the Socialist Conference at Stockholm but that decisions obtained at Stockholm should not be binding. The Conference adjourned to consider its decision.

The Daily Chronicle says that the Executive of the Labor Party yesterday by 9 votes to 5 again affirm their recommendation to send delegates to Stockholm. The attitude of Mr. Arthur Henderson on the matter has not changed.

An amendment to the main resolution at the Labor Conference opposing sending delegates to the Stockholm Conference, was defeated, 381,390 votes being cast for the amendment and 651,000 against it.

The card vote on the main resolution before the Labor Conference, to send delegates to the Stockholm Conference, resulted in 1,846,000 votes for and 550,000 against the resolution.

The Daily Telegraph states that a memorandum has been prepared by a sub-committee of the Executive of the Labor Party as a basis for the peace proposals of British Labor to be presented at today's Labor Conference for consideration by their constituents and adoption by a special conference to meet in London on the 21st and to be subsequently submitted to the Allied International Socialist Conference.

German Imperialism Must Go
The memorandum declares that the victory of German imperialism would destroy democracy and liberty in Europe.

It demands liberation and compensation for Belgium, the settlement of the future state of Poland in accordance with the wishes of the Poles and the right of forcibly annexed populations in Europe to freely dispose themselves.

It records an inflexible resolution to fight until this liberation has been achieved through victory but a determination to resist any attempt to transform the defensive war into a war of conquest. "The victory of the Allies must be the victory of popular liberty."

The memorandum prepared by a Sub-Committee of the Executive of

the Labor Party regards the demoralization of all countries as the best means of preventing future war.

It demands as a condition of the Treaty of Peace the immediate establishment of a League of Nations which every Sovereign State of the world should be pressed to join. Such a League of Nations should establish an International High Court and an International Legislature.

The memorandum recommends the settlement of the Balkans problem by a Conference of the peoples of the Balkans or an International Commission.

It insists on the restoration of Alsace-Lorraine to France.

It demands equal rights for Jews in all countries and hopes that an international agreement will be practicable by means of which Palestine will become a free Jewish State.

It declares that Armenia, Mesopotamia and Arabia cannot be restored to the tyranny of the Turks and these territories should be treated similarly to Colonies in tropical Africa, and administered by a Commission under the League of Nations. Neutrality For Constantinople

The peace of the world requires that Constantinople should be made a neutral free port.

It suggests that all the present European Colonies in tropical Africa, with Liberia, shall be transferred to the League of Nations and administered by an impartial Commission as a single independent neutral African State.

The world-wide shortage of food-stuffs and raw materials after the war must be relieved by international arrangements for the exchange of surplus commodities.

It demands prompt and energetic action by the various Governments to prevent unemployment after the war by means of public works.

It opposes projects for an economic war after the war and urges the limitations of Customs duties to strictly revenue purposes.

It urges the international enforcement of legislation to protect workers.

The restoration of the areas devastated by the war should, except

(Continued on Page 2)

Toll of The Submarine in The Mediterranean



SINKING OF S.S. SONTAG.

Leaving the sinking Sontag. First photo of the sinking of the French liner in the Mediterranean by a German submarine.

HUNAN DEPUTY HERE ON FINANCE MISSION

Movement To Reform Currency
And Take Bank Out Of
Official Hands

Mr. Hanson G. Tsien, of Changsha, Deputy of the Hunan Provincial Government and President of the San-Gin-Fan Mining Company, is in Shanghai on a financial mission for his province. Leading financiers and merchants of Hunan have come to the decision that the currency system of the province requires immediate revision and reform and Mr. Tsien has been delegated to come to Shanghai for the purpose of discussing the proposed reform with local financiers, and if reasonable terms are found to be obtainable he is authorized to negotiate a loan for the object indicated. Hunan is a rich and prosperous province but the currency of the Bank of Hunan has been much depreciated recently through the actions of a former military governor. One of the objects of the present visit, if it is successful, will be the removal of the Bank of Hunan from official hands. Mr. Tsien is stopping at the Y. P. S. Hotel, No. 3 Thibet Road.

Cotton Control Plan Accepted By Stanley

President Of Board Of Trade
Approves Scheme For
Regulation

(Reuters Agency War Service)
London, August 9.—Sir Albert Stanley, President of the Board of Trade, has accepted the scheme of the Cotton Control Board. Details will be issued, probably tomorrow.

ELECTION LAW UP

(Reuters Agency War Service)
London, August 9.—The House of Commons today decided to retain the principle embodied in the Electoral Reform Bill of an alternative vote where there are three-cornered contests in constituencies which return a single member to Parliament.

ATTEMPT MADE TO KILL CANADIAN PUBLISHER

Residence Of Lord Athelstan,
Owner Of Pro-Conscription
Paper, Is Dynamited

(Reuters Agency War Service)
Montreal, August 10.—The residence of Lord Athelstan, the proprietor of the Montreal Star, was the scene of a dynamite outrage last night. Lord and Lady Athelstan and Miss Graham were not injured. Lord Athelstan has received letters threatening him with death because he is supporting conscription.

British Government Orders 23 Vessels To Be Built In Japan

First Already Completed And
Will Be Delivered In Yokohama Tomorrow

(Reuters Agency War Service)
Tokyo, August 11.—Twenty-three steamers have been ordered in Japan by the British Government. The first ship, of 10,000 tons, has already been completed at Kawasaki Dockyard and will be delivered in Yokohama on Monday. The second, which is being built by the Uraga Dockyard, will be delivered shortly. It is expected that the whole order will be completed by June next year. The ships bear the initial "War" in commemoration of the circumstances under which they have been constructed and the one completed by the Kawasaki Dockyard will be named "War Sailor."

Italian Airmen Drop Bombs Over Pola

Austrian Arsenal And Fleet
Target For Eight Tons
Of Explosives

(Reuters Agency War Service)
Rome, August 10.—An official communiqué reports that last night of bombing planes attacked Pola on Wednesday night and effectively dropped eight tons of high-explosives on the Arsenal and fleet. All the machines returned.

Captured British M.P. Released By Austria

Captain A. S. Wilson, Made
Prisoner By Submarine, On
Way Back To London

(Reuters Agency War Service)
Zurich, August 9.—Captain A. S. Wilson, Unionist M.P. for Horderness, who was captured by an Austrian submarine in the Mediterranean twenty-months ago, has been released from internment in Austria and has arrived here on his way to London.

Submarine Driven Off By French Convoy

(Reuters Agency War Service)
Paris, August 9.—The Marie Therese, with a fleet pilot on board, was conveying five armed merchantmen in the Channel when she perceived a submarine four miles distant. The merchantmen formed in fighting order and the pilot signalled to them to maneuver for the most advantageous positions. The Marie Therese opened fire but the submarine dived and disappeared after the second shot.

OFFENSIVE OPENED AGAINST RUMANIANS

Mackensen's New Drive Threatens
Rear Of Army But
Is Being Checked

(Reuters Agency War Service)
London, August 10.—Marshal von Mackensen's attack north of Poesani, in Rumania, is developing into a more serious operation than at first appeared. His offensive aims at the important loop-line between Tecuciu and Marasesti which connects the main-line north of Poesani, which serves the Russo-Rumanian Army in the mountains, and the main-line between Galatz and Jassy. If Marshal von Mackensen's advance is continued much farther it would immediately jeopardize the loop-line and also threaten the rear of the Russo-Rumanian Army which, recently, has victoriously advanced along the upper reaches of the Putna and Sutilza.

Jassy, August 10.—A Rumanian official communiqué reports: The Russo-Rumanian forces are maintaining their positions in various areas and inflicting heavy losses on the enemy despite repeated, prolonged and powerful attacks which are accompanied by asphyxiating gas. The Russians captured prisoners and machine-guns and turned the latter against the enemy fleeing in disorder. Russians Not To Interfere
Petrograd, August 9.—The Commander-in-Chief, General Korniloff, has prohibited Russian troops on the Rumanian front from interfering with the internal affairs of Rumania.

SOCIALIST LEADER'S HOME RAIDED IN BERLIN

Herr Haase Threatened If He
Makes More Unpatriotic
Speeches In Reichstag

(Reuters Agency War Service)
London, August 9.—A telegram from Lausanne says that the German police recently raided the house of Herr Haase, a prominent member of the Socialist Party and threatened to conscript him for civil labor if he again addresses the Reichstag unpatriotically.

BULGARIANS TRY RAID

British Cavalry Repulses Enemy
Attack At Cuculuk

(Reuters Agency War Service)
London, August 10.—A British official despatch from Salonica reports: Our cavalry repulsed a Bulgarian raid at Cuculuk. We bombed an aerodrome at Livunovo. There is a marked improvement in the health of the troops. The admissions to hospital have been one-third less than in 1916 and the deaths from disease nearly two-thirds less.

BRITISH REOPEN DRIVE, PIERCING LINE 500 YARDS

Complete Capture Of Westhoek
And Positions Giving
Command Of Ridge

FRENCH ADVANCE

General Maurice Explains
Only Weather Has Held
Up Offensive

(Reuters Agency War Service)

London, August 10.—Field-Marshal Sir Douglas Haig reports: We attacked and completed the capture of Westhoek and secured the remaining positions on Westhoek Ridge.

The French upon the left flank of our battle-front continue to progress eastward and northward of Bixchoote.

Our raiding parties on a wide front eastward of Monchy-le-Preux blew in dug-outs, did great damage and inflicted severe casualties on the enemy. Our machine-guns stopped the German counter-attack.

Reuters's correspondent at British Headquarters, telegraphing today, reports:

Early this morning the Germans received definite proof that their newspapers were talking 'boosh' when they declared that the British offensive in Flanders had come to a standstill.

That their High Command did not think so was shown by the strenuous advantage it has taken of the conditions the bad weather imposed upon us to strengthen their front and rear defences.

I learn that no fewer than ten of the enemy's divisions have been withdrawn from this front since July 31, which is a fair criterion of their loss, since we know that most of these troops were fresh in the line on the eve of our attack.

The operations this morning were not of the first magnitude but rather a battle for position, to try to complete our partial dominance of the Westhoek Ridge.

Curry Advance 500 Yards
Following the usual thunderous preliminaries by our gunners, our infantry went over at 4.30 this morning on a front of 3,500 yards. We carried our advance to an extreme depth of 500 yards.

At the time of writing there are signs that the Germans are preparing counter-attacks but our artillery is warning them off with no uncertain voice.

The weather is pretty fair except for local showers, which temporarily mar the visibility and retard the drying of the ground.

A General Order dated July 6 to the Ypres Group of the armies commanded by Prince Rupprecht of Bavaria is interesting and enlightening. It reads:

"The fact that economy with stocks of bread and cereals is necessary makes it essential to sanction increased rations only to those to whom it is really necessary. All officers are requested to explain again to their subordinates the really serious nature of the economic situation in Germany and to instruct them that the strictest economy with supplies must be exercised. Nothing must be consumed beyond what is necessary and even the smallest particle must not be wasted."

Offensive Not Stopped

General F. B. Maurice, Director of Military Operations, Imperial General Staff, explaining the recent operations, remarked that the delay to further fighting owing to the bad weather is being exploited by the Germans as the failure of the offensive. A German communiqué issued yesterday spoke of a British attack from Nieuport. This was only a small raid.

Speaking of the air service, General Maurice said that on July 31, despite the unfavorable conditions, over a hundred engagements occurred between our air-men and the enemy on the ground along the whole eighteen miles of front. There were less than twenty flights in the air that day as the Germans refused to appear. There were eleven cases

of our men attacking aerodromes from a height of fifty feet and firing into the hangars. One airman chased an automobile carrying officers of the German Staff for five miles and wounded two of them.

General Maurice emphasised that our mastery in the air is not necessarily permanent. We shall probably have further big battles before this is secured.

With regard to Russia, her retirement during the last few days has been less than previously. This may not be due to increased resistance by the Russians but to the fact that the Germans have advanced over 90 miles and have now reached a railway of different gauge and this is delaying their supplies, reinforcements, etcetera.

French Continue Advance

Paris, August 10.—The official communique issued this afternoon reports:

We continued to progress in Belgium and occupied during the night several farms east of Bixshoote and west of Langemark and captured some machine-guns.

A German attack on a front one kilometer wide at Fayet, in the region north of St. Quentin, was broken up by our fire and repulsed with loss, except in the center, where fractions of the enemy obtained a footing in a small area of our advanced elements.

There was a recrudescence of the German bombardment during the night in the whole region south of the Aisne. At dawn the enemy violently attacked from the Pantheon Farm to Chevrigny Ridge. Three battalions supported by storm-troops attempted to assault our lines at various times but our accurate fire stopped the assaults on most of the front, inflicting on them very heavy losses. Elements of the enemy forces which penetrated a trench were killed or taken prisoners after hand-to-hand fighting in which our men displayed admirable dash. We held all our positions.

Other attempts made by the Germans, notably south of Ailles, in the east of Chevreux, in the region of Vanquois, towards Avocourt and north-west of Flirey also failed under our fire with appreciable losses.

Labor Party Drafts Peace Proposals

(Continued from Page 1)

Belgium, be undertaken by an international fund to which all the belligerents would be required to contribute according to their responsibilities for that damage.

It recommends as a condition of peace the establishment of a Court to investigate and punish the crimes of Governments, especially inhuman, ruthless submarine warfare.

It urges the reconstitution of the Socialist Internationale as the best security for peace and it calls on Socialists and all the Representatives of Labor in the belligerent countries to press for the earliest possible exchange of views, because an agreement between the Governments at war can only be attained by free and frank discussion.

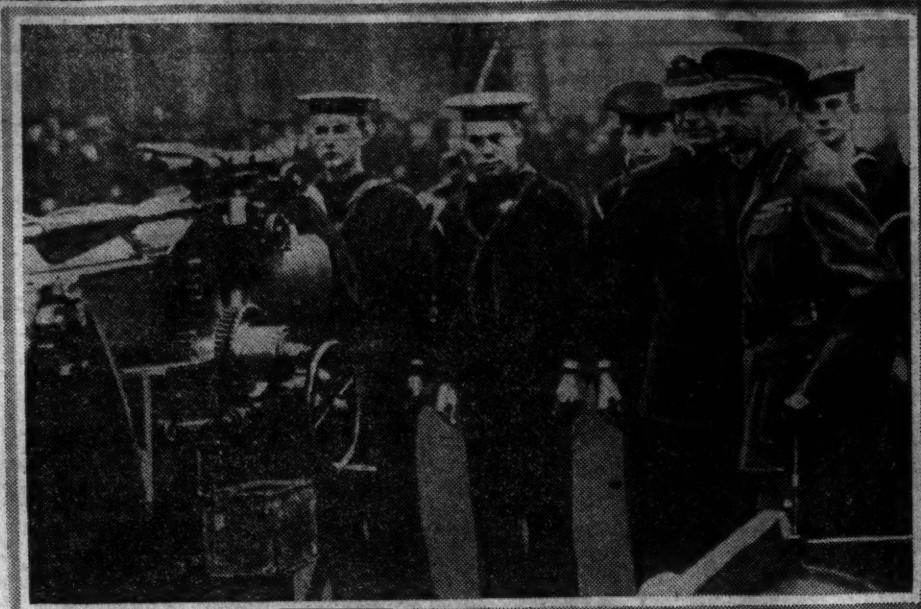
Seamen Won't Take Delegates

At a meeting at Westminster of the British Workers League to protest against sending British Delegates to the Socialist conference at Stockholm, Mr. Havelock Wilson, President of the Seamen's and Firemen's Union, declared that no matter what decision was arrived at by the Conference tomorrow or at any other Conference, the seamen and firemen absolutely declined to carry delegates to any peace conference.

Mr. Havelock Wilson remarked that the Pacifists talked as though they were the only people wanting peace. The country wanted a lasting peace, not another war ten years hence. That peace must be no German peace but a fair peace which would take into consideration the sacrifices made by the Allies. "The Germans have got a lot to learn yet. We are going to teach them a lesson."

Mr. Appleton, Secretary of the General Federation of Trade Unions, said that he did not see how any Conference was going to aid Russia.

A Royal Visitor on American Destroyer



The above photograph shows King George of England aboard one of the U.S. destroyers, at Liverpool, on the arrival of the American flotilla in European waters to take part in the world conflict.

German democracy was not in a position to send delegates to say anything that was binding on Germany and if we sent delegates, all we could do would be to give an opportunity to direct the war or dictate our Allies and hearten Germany.

Mr. Appleton moved a resolution protesting against the projected meeting of British and enemy delegates while the enemy occupied Allied territory and associating the meeting entirely with the principle laid down by the British and French Premiers that no section of the nation can be permitted to direct the war or dictate peace and urging that the Laborite Conference should adhere to their previous decisions. Mr. Appleton said that he did not think it was right to us to prejudice the Colonies and the Allies. Labor in the Colonies should be consulted before any question of peace conferences arose.

The resolution proposed by Mr. Appleton was carried practically unanimously.

Mr. Stephen Walsh, Labor M.P. for Southwest Lancashire and Parliament Secretary of the Local Government Board, said that when Germany vacated Belgium and France, we would talk of peace, not before.

Mr. George Barnes, Minister of Pensions, wrote entirely agreeing concerning the inadvisability of the Stockholm Conference. He objected to it because it was contrary to the previous decisions made by Labor, and no good cause had been made for altering such deliberations. It was singularly ill-timed as any talk of terms of peace with the enemy at the present time was calculated to weaken Russia and dishearten those who are trying so magnificently to pull her together.

Moreover our participation in such a conference would be a positive affront to our Allies, France, Italy, Belgium and America. We should be choosing the enemy rather than our friends.

The writer declared himself in favor of adhering to the decisions reached at previous deliberations of the Labor Party and prosecuting the war. His letter concluded: "Recent happenings have stiffened me in that attitude."

Letters in a similar emphatic strain were read from a number of Labor and other members of the House of Commons.

Lord Beresford also, in a telegram from the front, urged them to remember the sinking of the Belgian Prince, when 40 of the crew were deliberately drowned by the Germans.

A telegram from Stockholm says that the Swedish Socialist Leader, Dr. Branting, appeals to British working classes to send delegates to the Socialist Conference at Stockholm and thus prevent a misunderstanding on the part of Russia.

Christiania, August 9.—Favorable replies from neutral countries in Europe whom the Government invited to confer at Stockholm, particularly regarding the position of neutrals, show the latter have deteriorated from their position since the entry of America into the war.

News Brevities

Brigadier-General Harry C. Hale, who is shortly to leave for the United States, is at present with Colonel H. W. Gordon and Captain Stanley Ford on a visit to Peking.

Dr. Marsh and Dr. Jackson and Messrs. E. F. Mackay and P. J. Lowe left yesterday on the C. N. str. Fengtien for Weihaiwei. Mrs. and Miss Shapp left for Chefoo by the same boat and Messrs. E. S. Hine and P. McRae for Tientsin.

Mangol Singh, a watchman, secured judgment with costs in the British Supreme Court before Mr. Skinner, Turner, Assistant Judge, Friday against Mr. S. S. Albert. The suit was for the return of \$150, deposited as security. The defendant admitted the debt but stated that while the watchman was on duty at his Cinema house two films, valued at \$251, were stolen. He held that the plaintiff was responsible for the loss.

The mysterious "manuscript in a bottle" has drifted ashore with the message that the Anderson, Meyer and Co. picnic party to Pootoo suffered from total loss of sleep on the first night out. Messrs. Hollis Arnold and R. S. Adams and about a score of others make up the holiday party, which left Friday afternoon.

Parents of the Baden-Powell Scouts and Wolf Cubs and all friends interested in the Scout movement are invited to attend the ceremony of Investiture of the newly formed section of Sikh Scouts, attached to the Scout Association, to be held at the Sikh Gurdwara, Gordon Road, Police Station, next Wednesday. Detachments of British and Allied Scouts and Wolf Cubs and Sikh Scouts will parade, and the ceremony will be conducted by Sir Gerard Fraser, K. C. M. G., who is Chief Scout and chairman of the association.

The owners of the str. Hsin Ningshao have arranged with the

veyed to Hangchow Friday guarded by twelve soldiers.

A book on the monetary system of the Republic of China has been compiled and published by Mr. G. Ros, Italian Assessor of the Mixed Court. Two copies of the work were sent to Mr. Sah Fu-muh, Commissioner of Foreign Affairs, yesterday.

Mr. Hsu Yuan-hao, former Taoyin of Shanghai, is a visitor in Shanghai, being on his way from Peking to Tientsin, where he will be the Taoyin.

Messrs. Arkell and Douglas, Inc., have appointed the Auto Palace Co., of 362 Avenue Joffre, local sales agents for the well-known Briscoe and King motor-cars. Both makes of car are kept in stock and are on view at the garage. Free service will be given for one year to purchasers of cars. The Auto Palace Co. will arrange for demonstrations on request and will quote the lowest possible prices.

PERU DEMANDS INDEMNITY

Refuses German Offer of Arbitration Over Torpedoed Ship (Reuter's Agency War Service)

New York, August 10.—A cable from Lima, Peru, states that Peru has refused the offer made by Germany to submit the sinking of the Peruvian barque Lorton to adjudication by the Prize Court. The Peruvian Government declares that the sinking of the vessel was not justified and insists on damages and an indemnity.

TO REPATRIATE SAILORS

Germany and Britain Sign Treaty on Mercantile Marine Prisoners (Reuter's Agency War Service)

Amsterdam, August 9.—The Nord-Deutsche Allgemeine Zeitung states that the Chancellor has informed the Hamburg Committee of Commerce that treaties have been concluded between Great Britain and Germany providing for the repatriation of sailors of the mercantile marine above 45 years of age and apprentices under 17. Negotiations are proceeding regarding those of intermediate ages.

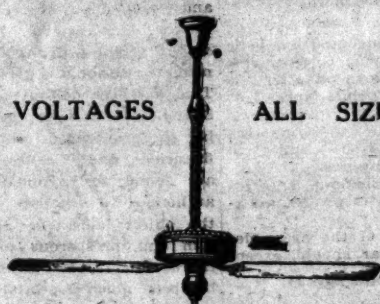
The General Electric Co. (of China) Ltd.

(Shanghai, Hongkong, Hankow and London.)

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BLESSING IN DISGUISE

Washington, July 27.—Ambassador Francis, American envoy at Petrograd, in cabling the news of the disaster to Russian arms in the field, asserts that it is in some sort a blessing in disguise. It has strengthened the government, since the people realising the seriousness of the situation, now seem willing to co-operate in any movement to suppress disorders.

MORE TROOPS IN FRANCE

Washington, July 28.—Information has been received by the war department that another contingent of American troops has been safely landed at a European port.

SOLDIER BASEBALL LEAGUE

American Headquarters, France, July 23.—A baseball game was played here yesterday. A six-team league has been formed by the Y. M. C. A.

A large group of officers are going to French and British schools were they are taking a course in modern methods of warfare. Other officers will follow when the first have finished the course, after which the non-commissioned officers will take it also.

INSULTS FLAG; 7 YEARS

San Antonio, July 27.—Private Ludwig, who insulted the President and the Flag, has been given a court-martial sentence of seven years' imprisonment at hard labor.

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will sail

August 17th and 24th

Special arrangements have been made to accommodate saloon passengers on the week-end trip to Pootoo FRIDAY, AUGUST 17th

Last trip of the season August 24th

\$25—ROUND TRIP—\$25 including all meals

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Fire Bells Are Ringing!

— and Mr. Knott Insured says: "Maybe they are going to my house, and I haven't taken out that policy."

We Write Fire Insurance



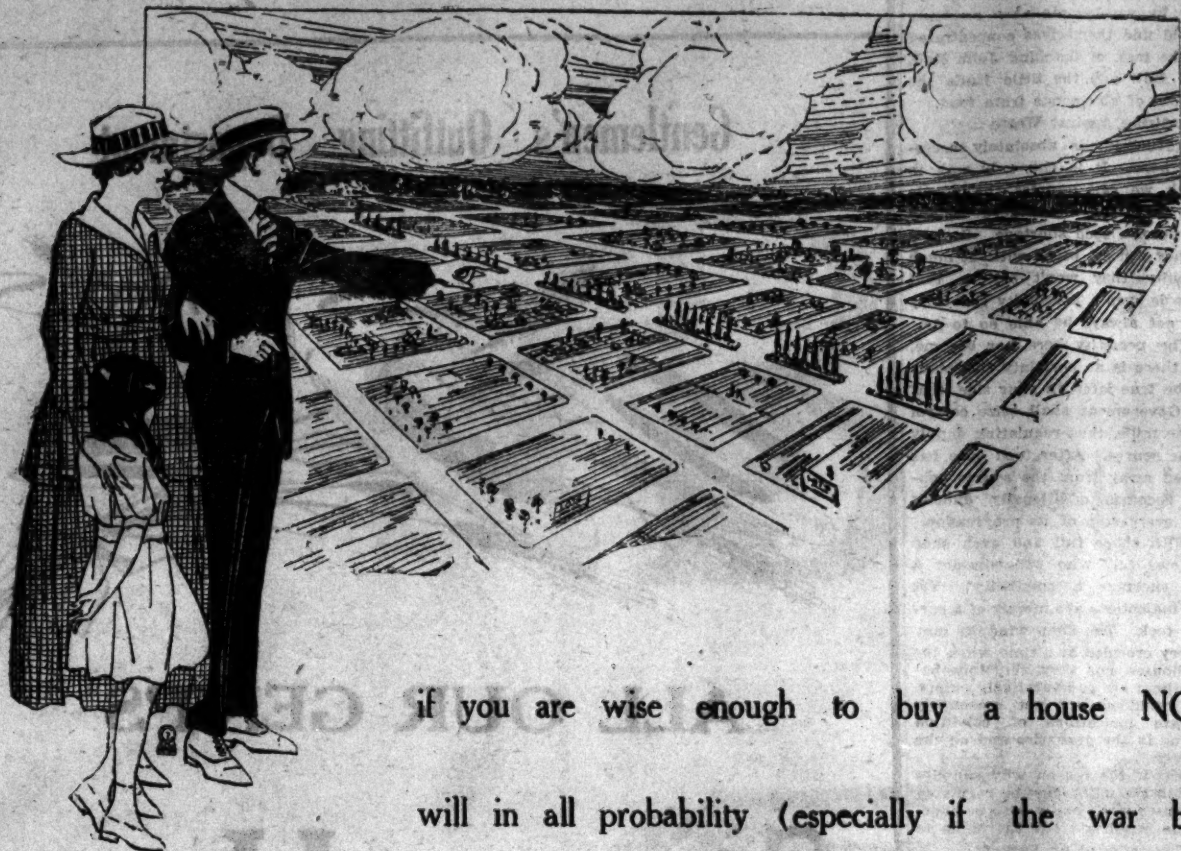
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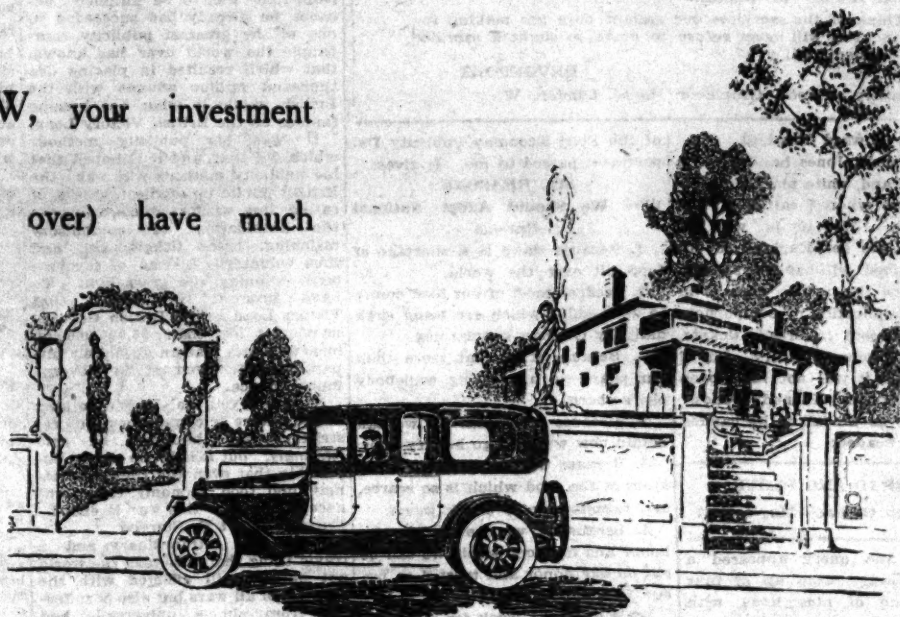
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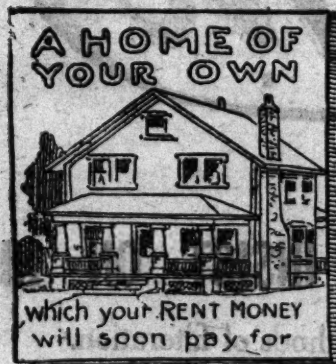
if you are wise enough to buy a house NOW, your investment will in all probability (especially if the war be over) have much increased in value. Besides, you will have had the satisfaction of living in your own home—a home which you have chosen to suit your own requirements, and those of your family.



REAL ESTATE VALUES ARE GOING UP

Everybody knows this—you know it yourself. Therefore, why not buy a home as an investment?

You can decide NOW
whether your **SAVINGS** go into



OR



A HOME
makes a splendid

depository for your savings, pays a generous profit on your money, and insures security of the principal.

WAIT AND PAY MORE, OR BUY NOW AND PAY LESS

WHY CONTINUE TO PAY RENT

when the money which you devote to that purpose month by month (plus a comparatively small sum which must be put down in cash before the house is made over to you) will be accepted as instalments of the purchase money of the property?

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We have for sale just now in the best residential districts of Shanghai several well built artistic houses, just completed, with all modern improvements, any or all of which we shall be pleased to show you. Don't hesitate to ask to see the houses—it's no trouble to us, and you are under no obligation whatsoever.

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Bread, 4 lbs.
Meat, 2½ lbs.
Sugar, 1 lb.
per person per week.

The Germans Are Trying to Starve Us.

Four-fifths of our wheat
One-third of our meat and
All of our sugar
Come overseas.

German Submarines Are
Reducing These Supplies.

Therefore we must eat less to maintain the stocks we
have. Our men at the front who are fighting for us
must have full rations.

It is for You to Economise at Home.
And so help to defeat the Germans, who boast that we
shall give in if we do not get our usual supplies of
food.

The People Are Put on Their Honor
To adopt the voluntary ration and thus prevent the
necessity for compulsory rationing by food tickets.
No Honorable Man or Woman
Can Refuse This Appeal.

Think of the sacrifices our gallant boys are making for
us. You will never refuse to make so slight a sacrifice
for them, will you?

DEVONPORT.

Ministry of Food, Grosvenor House, London, W.

By Edward Marshall

Mr. Kennedy Jones handed me a
neat black and white placard letter-
ed as above when I called on him
in London. He is who is who is
endeavoring to get England to cut
down its food without compulsion.
By the time this article appears in
print the application of compulsion,
including resort to bread tickets,
may have become necessary. But if
this happens it will not have been
the fault of Mr. Kennedy Jones.
Presently as we talked he handed
me a card headed:

BREAD AND FLOUR How Much Of Each May I Eat?

Beneath the query appeared a
graphic diagram made up of four
squares, each of nine lines, with
each row of four squares ranging a
little to the right of that above it,
thus forming stairs. A line drawn
down through the lot from top to
bottom is the center. At the top
it passes just beyond the uppermost
four squares; at the bottom it passes
just before the lowermost four
squares.

It illustrates how much flour
utilised otherwise than in bread a
citizen of Great Britain may eat
while at the same time he eats
various weights of bread per week.
If he eats four pounds of bread
per week he must eat no otherwise
utilised flour; if he eats three
pounds of flour per week he must
eat no bread. The legend says:

"This diagram will settle at a
glance the difficulty which many
people seem to have in balancing
the quantities of bread and flour
which they are allowed by the
national rations. It shows at a
single glance how much flour may
be used for puddings, cakes, home
made bread, &c., according to the
amount of baker's bread eaten. If
four pounds of bread, no flour; if no
bread, three pounds of flour—and all
the variations in between."

On the back of this card, which
has been distributed by millions, is
printed:

"There is a world shortage of
wheat, so treasure every crumb of
bread, every spoonful of flour. Use
corn flour and patent barley to
thicken soup and sauces. Do not
eat bread unless you are certain it
is wanted. Do not serve bread at
meals at which rice or maize,
haricots or butter beans can take
its place. Keep bread for breakfast
and tea."

Food Fable To Feed Off Famine

After I had read these warning
statements with a good deal of in-
terest Kennedy Jones handed me an-
other little printed sheet. It was
a fable and, with a title indicating
that it told the story of Mr. Slice
of Bread from his own lips, ran as
follows:

"I am a slice of bread. I measure
three inches by two and a half and
my thickness is half an inch. My
weight is exactly an ounce. I am
wasted once a day by 48,000,000
people of Britain. I am the 'bit left
over,' the slice eaten absent-minded-
ly when really I wasn't needed; I am
the waste crust."

"If you collected me and my com-
panions for a whole week you would
find that we amounted to 3,380 tons
of good bread—wasted! Two ship-
loads of good bread! Almost as
much, striking an average, as twenty
German submarines could sink—
even if they had good luck. When
you throw me away or waste me
you are adding twenty submarines
to the German navy."

"That is graphic talk," said Ken-
nedy Jones.

I shall quote one more pamphlet
of the many others which the head

land, beginning at the top with lard
which contains 4,000 calories to the
pound, and ending with tomatoes
which contain only 105 calories to
the pound.

In other words, Kennedy Jones
is teaching the people of Great Bri-
tain just how they may conquer the
German submarines—teaching them
with cartoons, with posters, with
leaflets, with sizable pamphlets with
every hitherto known advertising
and publicity device and with some
of his own invention used now for
the first time. America very profit-
ably may study the extremely able
methods of this world celebrated
specialist.

He is qualified by nature and by
training to put things before the
public well and strikingly, for he is
one of the greatest editors in Eng-
land and not only that but a
publisher as well, being one of the
few outside of Lord Northcliffe hold-
ing a considerable interest in the
vast enterprises of the Northcliffe
Press.

He was called in to help the
Government hammer into the heads
of the British public the necessity
for food economy when it became
evident that it would be necessary
to do this if the German submarine
campaign was to be nullified, be-
cause he already had succeeded in
one of the greatest publicity cam-
paigns the world over has known,
that which resulted in placing one
thousand million pounds with the
British public in what has become
famous as the British Victory Loan.

It was his publicity methods
which did that, and it is hoped that
his publicity methods will wake the
British public up to the necessity of
eating less without succumbing to
the humiliation of compulsory
rationing, bread tickets, &c., and
thus voluntarily instead of involun-
tarily winning the great fight. To
have brought in through that
Victory Loan to the British Govern-
ment not less than \$5,000,000,000
in new money was an absolutely un-
paralleled achievement in Govern-
ment finance.

"I assure you that I hope nothing
of the nature of compulsory food re-
striction will happen," he said
smilingly, "but it is by no means im-
possible that even the United States
may find food economy campaigns
necessary before this war is ended.
England Won't Be Starved

"It is an extraordinary and a
tragic thing that this war the world
not only is still afflicted with the
greatest of all wars but also is suffer-
ing from almost universally bad
crops. Some of the agricultural
shortage may be due to the fact
that in the European countries men
are absent from the fields at the
front, but the American crops also
are short. It is as if nature herself
were taking a hand in the war.

"No one expected a food problem
here," he presently explained, "but
why I do not understand. In 1914
we looked forward to a bad time,
but the 1915 crops were abnormally
great, and why we did not store
away vast quantities of food for
future emergencies I cannot imagine.
The world shortage of this year is
due purely to lack of foresight.

"Here in England we must im-
port four-fifths of everything we eat,
and we should have stored extensive-
ly, but we did not. That indicates
incompetence somewhere, but the
fact that our plight might have been
avoided does not make it the less
necessary for us to meet the emer-
gency with grave care. I hope you
in the United States will not find
yourselves similarly troubled, al-
though from what I read in the
American newspapers you seem like-
ly to have your own if somewhat
minor troubles."

"Of course England won't be
starved. Only the German mind
could conceive of anything as absurd
as that thought, but England must
economise, there is no doubt of that,
and we are very earnestly hoping
that you in the United States so
will hasten your shipbuilding cam-
paign as to make this economising
as lightly serious as possible for us.

"It is rather curious to find that
in England, where in the past all ad-
vertising efforts have been devoted
to the task of making people buy as
much food as possible, in other words

where immense energy, vast sums
and high cost genius have been de-
voted to the effort of tempting the
general public to overeat heavily—
the best talent available and the
most elaborate advertising campaign
ever known—people now suddenly
should find themselves concentrated
on the task of teaching John Bull,
Mrs. Bull and the little Bulls the
wisdom of abstinence from food.

Advertising Against Waste
"Advertising is absolutely neces-
sary here. It is the only way in
which we can impress the people
with the fact that there is any
chance of a food shortage. So long
as they can get bread without much
difficulty they won't believe that
there is even a possibility that they
will not always be able to do so.

"The necessity here has become,
and there is no certainty this many
not be true later on your side, that
the Government shall seize control
of the mills, thus regulating supply
at the source. After food once has
started away from the source con-
trol becomes additionally difficult
with every step of its progression.

"With shops full and even shop
windows full, who will consider a
food shortage a possibility? Yet
such indications are merely of a sur-
face stock. The shop windows may
be very crowded at a time when the
storehouses not very remotely be-
hind them are comparatively empty.
Shop windows are not reasonably
accurate indications of condition
existing in the granaries and on the
wharves.

"That is the reason why supplies
going to the mills must be regulated
if effective work really is to be done,
just as supplies from the mills to
(Continued on Page 6)

CANNOT WORK OR REST

When you are so run down in health
that it impairs the efficiency of your
work as well as your power to enjoy
any leisure hours, or obtain rest, it is
time that you gave Dr. Williams' pink
pills a fair trial.

The condition that doctors describe
as general debility (when they describe
it at all) does not come before most
physicians until the blood has become
so impoverished that it can be called
anemia. Unless this condition of
bloodlessness has been reached, you
simply complain of falling energy, loss
of appetite, constipation, lack of ambi-
tion and animation. If you are well-
to-do your physician will probably re-
commend a change of air. If you are
not, he will tell you there is nothing
much the matter with you. He means
that there is no organic trouble.

But your blood is thin and your
whole system lacks tone. The blood
goes everywhere, practically, and if
you improve the quality of the blood
by using Dr. Williams' pink pills, you
tone up the whole body, improve the
appetite, quicken the step, and put a
new "punch" in life generally.

For this reason get Dr. Williams' pink
pills now, and accept nothing else.

WEEKS & CO., LTD.

Gentlemen's Outfitting Department



ALL OUR GENT'S

Straw Hats

TO BE CLEARED AT

Half the Marked Price

These Hats are made by well-known English Firms and all bear the maker's name

WEEKS & CO., LTD.



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ABSOLUTE PURITY ensured by up-to-date methods of filtration.

A PURE SPARKLING crisp NATURAL MINERAL WATER.

Valuable health properties not to be obtained in ordinary waters.

PRICE which puts it within reach of all.

This water possesses a smooth, soft taste possessed by no other mineral water, and
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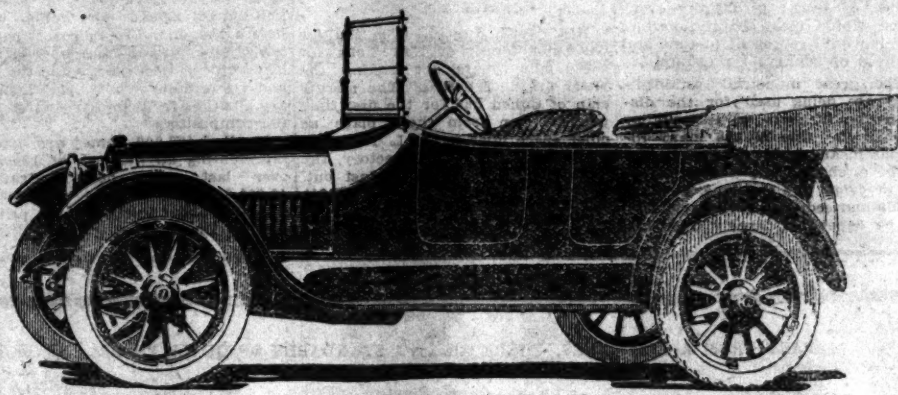
STERILIZED DRINKING-MILK

Just like fresh milk, but better
and purer and always ready.

"The Best and Safest Milk."

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MOTOR CARS



BUICK is more than a name. It is a standard of motor car value

Like the karat mark on an article of gold, it stands for a certain definite quality, for real intrinsic worth.

On the radiator of an automobile, it stands for familiar proven features of design, for excellence of construction, for dependable performance.

*When Better Cars Are Built
Buick Will Build Them.*



THE ECONOMICAL
GASOLINE
CONSUMPTION CAR



H. S. HONIGSBERG & CO., INC.

Tel. West 1234

Waste Is Enemy's Strongest Weapon

(Continued from Page 4)

the bakers must be regulated. If these controls are omitted then the control of supplies from the shops to the retail consumer cannot be accomplished.

"Unless a means is found of seeing to it that mills do not get surplus supplies you will find it difficult, if the shortage affects you seriously, to see to it that no shortage exists in the cities. Chicago, for example, might be starved through the very presence of unregulated surplusage in mills supplying other districts.

The Vast American Problem

"Of course the American problem will be bigger than the British problem, for your country is so vast in area. You will not find it difficult, however, I think, to get over it through decentralisation. Your interstate commerce law, controlling traffic between States, should help you.

"Certainly, however, each State, like each city in each State, will have its local problem. The important thing is that you should work all this out carefully before any problem becomes acute. Here we did not expect war. We did not expect the submarine. We did not expect food shortage. Learn through our mistakes. Expect the worst and hope for the best, instead of expecting the best and regarding the worst as a remote possibility.

"Go at the thing as you would go at the starting of a business. One never seriously would attempt to start a business unless one had six months capital behind him. Don't expect successfully to ration your nation in war time unless you can see six months supply of food ahead.

"Some Americans will say to this: 'But we always have had and always shall have enough food.' Right enough, no doubt; but never in the past have you had to feed a practically non-food producing Europe.

"That no country ever should be without six months food supply in sight is one of the great lessons taught by the great war. We know now that transportation and all the wonderful machinery of modern life can be deranged. Before the war, although we are an island nation, we thought ourselves safe because we held control of the seas. But the submarine developed. England's situation would be farcical were it not very serious.

"But I have said England won't be starved. This is the first reason why. Even on the basis of things as they are we can scrape through with less hardship than Germany already has known till a new harvest comes. That is absolutely certain.

"The second reason is that the English are the most adaptable people in the world and today are so active in breaking up new lands, cultivating thousands of acres hitherto unused, that we shall produce an immense supply hitherto undeveloped.

"The way in which the Englishman has sprung at the 'small allotment' idea and taken it by the throat is the most impressive thing which has occurred here since Kitchener's army appeared, as if by magic, out of nothing—three million volunteers, one of the greatest forces in all history, ready to settle down to grim trench warfare. Now hundreds of thousands of middle aged men, children, women, have settled down to grim and intelligent cultivation of small allotments, of, say, ten poles, and are working methodically and effectively.

"The third reason why we shall not be starved is that the whole right thinking world is on our side. America, Australia, Canada are the great wheat growing countries of the earth. They are with us and are immensely stimulated. Their production will be unprecedented and before things get too desperate the carrying problem will be solved by the world's triumph over submarines.

"Perhaps we shall have to tighten our belts; you even may have to tighten yours; but of course we shall succeed in pulling through. No one doubts it. What is a hole or two more or less in a belt to an American or an Englishman who knows he is right?

"Our food economy campaign is proving to be a really good thing for us all around. By assuring economy in the use of all foodstuffs made of flour and by preventing serious waste of other foodstuffs, such as we now realise has been habitual in the past, we shall accomplish wonders. We know that already. Already we are amazing ourselves."

"What ought the newspapers of the United States to do?" I asked Kennedy Jones, hoping that he would outline for us such a journalistic campaign as might be of real help to us.

"First," said he, "they should tell the exact truth to their readers without delay and without reservation. The actual facts of the situation must be absolutely clear to the man on the street and to every woman.

"They should keep hammering. They should not give columns to the problem one day and no space to it the next. They should keep hammering until the facts penetrate the consciousness of every human being in the land. They should explain to your whole population that the world's good demands production of, not waste of, food.

"Let the American newspapers be very serious, very accurate, very

frank in their statements of the situation. Here some of the newspapers made the serious mistake at one time of trying to print what they thought would please their readers. That tendency is the curse of British journalism.

"Even today certain journals deal with the food problem as if it were a party question, praising even incompetence in food stuffs if the incompetent is a member of the party which they espouse. It is to be hoped that in the United States there will be no divergent voices with regard to food regulation from the very start.

Foodstuff Control May Win War

"The right sort of control of foodstuffs is as important to the winning of the war as the right sort of control of ammunition supplies. Foodstuffs will win the war for the Allies. There are many things to indicate exactly that. Those who early in the struggle predicted a war of starvation were not so far wrong. "England cannot be starved, but she might have been starved if she had not been fully aroused to the actual situation. She might have been starved if she had not organised and had it not been for the curious fact that while Englishmen are the most individualistic of human beings they are at the same time the most adaptable.

"Having decided to win the war at any cost the individual Englishman and Englishwoman will make any sacrifice which this achievement may require. It has become a sporting matter with our people. To a remarkable extent everything simmers down to that. Playing the game is what has won for us on the battle line and playing the game will win for us in this matter of the food supply.

"In general, Englishmen have learned that each must be a part of the machine and work in harmony with all the other parts if the nation is to be victorious, and so all will do exactly that.

"They won't admit that they are doing it. They will complain and growl and protest, and that will continue to fool Germany as the British psychology always has fooled her; but really each man and woman will do his part or hers and never stop doing it till the necessity is over. We told the Germans at the beginning of the war that we would win if it took us ten years; we might have told them that we would win if it took us twenty years. It would have been quite true.

"After careful newspaper explanations to the people I should think your plan must certainly include, as I have suggested, Government control of all supplies at the source. Control from source to distribution point is necessary, and I should think this might be managed rather easily for you through your interstate commerce act.

"Of course we hope that in your campaign of education as to the stuffs of which your public should make sparing use the needs of the Allies will be taken into careful consideration. Here in Great Britain we want wheat and oats. Italy wants maize. France wants all three. Russia has plenty of food, her only problem being that of distribution. I recently visited Russia and found the country bursting with food but unable to get it from its places of storage to the points where it is needed. There had been a few riots, not serious, and the problem was on the way to a solution, but admittedly was difficult.

"Scotch Must Have Oatmeal." "I should explain that when I said we need oats I meant that we need oats for food for human beings, not for animals. Ten million people in the United Kingdom could live

upon oats. The Scotch are enormous oat consumers.

"The problem of food is becoming even more serious among the neutrals to the north of us than with us. England thought that even as her sailors would go to sea as usual whether or not German submarines threatened them, the sailors of these neutral countries would do likewise. We were wrong in thinking this. And one can hardly blame their sailors and ship owners.

"You will need to go far beyond the newspapers in making all these things known. We have used not only the newspapers but the churches, and you may find that a good plan. Now we are arranging for days during which a proclamation by the King is to be read and sermon preached in every church and chapel in the United Kingdom. Empire day, May 24, was marked by many efforts to make the situation absolutely clear to every one. Not much now remains to be desired in the way of public information. You might use your Fourth of July for a similar purpose. Nothing could be more patriotic.

"The teachers in the schools have begun to give each morning a little lecture prepared in advance illustrated with an object lesson. Using a slice of bread for instance, they will show what the saving of a slice of bread a day by every citizen would mean to the nation, what it would represent in tons and the lives of soldiers for example.

"The great industrial establishments are being used for the dissemination of more or less similar information. One of the many ingenious means employed is the placing of a short, crisp statement of fact in every pay envelope.

"Summarised, the Allies inevitably will be dependent largely upon the

United States for supplies of wheat, of which they can take all that the States can spare till the next harvest or that ships can be found to bring. Maize and oats will be needed in large quantities for the allied armies. Of the army supplies of refrigerated meat much must be drawn from the States.

"As to the special needs of the United Kingdom, besides oatmeal and other breadstuffs, bacon, hams and lard will be called for and, in smaller quantities, frozen and salted pork. For American butter and cheese, especially if the normal supplies of butter from Holland and Denmark further are decreased, there is likely to be much more than the usual demand. It seems likely, too, that an increasing shortage of milk may make large supplies of condensed milk from America very welcome."

Smiths Lose First Place In Directory Of New York City

Have Only 46 1-2 Columns To 49 1-2 For The Cohens

New York, July 1.—The Smiths, champion family of New York for these many years, are tasting the bitter dregs of defeat. The mighty clan of Cohen has for the first time pushed them from their place as chief space filler in R. L. Polk and Co.'s New York City Directory, the 1917 volume of which is just out. There are in the new volume 48 1/2 columns of Smiths, while there are 49 1/2 columns of Cohens and Cohns, with

an average of 135 names to the column. Last it seem that the Cohens are taking an unfair advantage of the Smiths by summoning their allies, the Kohens, it may as well be fair to state that the Smythes and Schmids and Schmids and Schmids add only 13 1/2 columns to the Smith score, while the Cohens and Cohns, by calling in the Kohens, Kohans, Kohns and Kahns add 16 1/2 columns, leaving the final score:

Smiths, etc., 60 columns.
Cohens, etc., 69 1/2 columns.
The Levys battled bravely against the Browns and Brownes for third place, but the Browns held on. Final score: Browns, etc., 34 columns; Levys, 23 1/2 columns.

The Joneses used to do pretty well, but they have dwindled to a mere 15 columns—tied, in fact, with the Kleins, and nosed out by the Kleins and Klines combined, with 16 columns.

But glory to be the Macs and Mes! Counting in the Macowskis and Macowitzes—war makes strange bedfellows—they score 15 1/2 columns, while all the Roses and Rosens clear through the Rosenblats and Rosenthals to the bitter end in Rosenswings, total but 65 columns. But if all family honors go to the Cohens, individual honors are divided equally between Emil Aaby, who leads off the 1,860 pages of names, and Ignatz Zzisko, who comes just before the end. To Spiros Papathanasopoulos goes one mug of hops for using up the most type, while the Re and Of families win special honorary mention for being considerate to the compositors.

In all, 1,400,000 names are listed, representing an increase of 190,000 over last year's book. Exactly 48,000,000 cases of type were used, weighing about thirty tons. In printing the Directory.

APART FROM A FEW LINES, THERE ARE NO STANDARDS OF QUALITY FOR

VARNISHES, PAINTS, ENAMELS, DISTEMPERS, ETC., ETC.

Buyers must rely upon the reputation and experience of their Suppliers, and the Firm with the biggest reputation and soundest experience in these goods out East, is

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Give LIFEBUOY SOAP a trial today for your health's sake.

LIFEBUOY SOAP has been proved to be a powerful disinfectant and exterminator of germs and microbes of disease.

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Agents: LEVER BROTHERS (CHINA) LIMITED

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Perfect satisfaction—a sense of infinite joy—a feeling of deep content. All of these joys and more may be yours to-day. You will find them wrapped up in every STATE EXPRESS CIGARETTE waiting to be unfolded by you at your leisure.

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Sole Manufacturers: ARDATH TOBACCO CO., Ltd., LONDON, ENGLAND.



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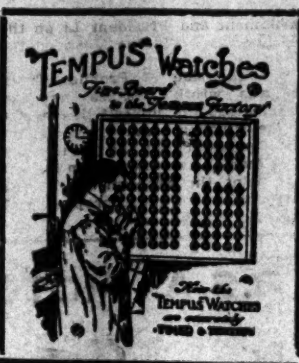
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THE TEMPUS JEWELLED
LEVER WATCH

We draw your attention to its Special Points :

1. It has a Jewelled Lever movement NOT the usual cheap cylinder movement.
2. It has a white enamel dial NOT the usual cheap cardboard Dial.
3. It has a nickel silver case NOT the usual cheap white metal case.



TIME FLIES —
But the man who has a Tempus Watch can keep pace with it.

THE TEMPUS JEWELLED
LEVER WATCH

We draw your attention to its Special Points :

4. It is fitted with the new non-overwind main spring action. By this addition you cannot over-wind or break the main spring.
5. The works are made of solid brass and steel not the usual cheap gilt metal.

OUR
PRICE

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OUR
PRICE

\$3⁰⁰

Every Watch has a Glass Dome which keeps the works Absolutely Dustproof

Every Watch is Timed and Tested before leaving our establishment.

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But Only One Tempus

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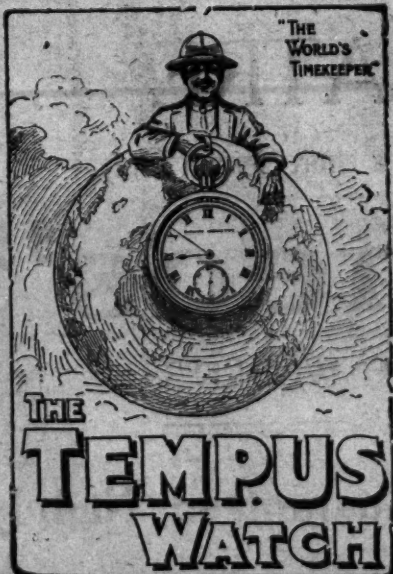
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KRUPP DAILY WARNS OF BRITAIN'S POWER

Says England's Strength Has
Almost Silenced 'Those
Prattlers Of 1914'

REFERS TO WORLD MAP

Writer Declares Southwest
Africa Must Be Gained—Fall
Of Boers Deplored

Copies of the Rheinische Westfälische Zeitung recently received in London contain a series of articles on the war situation, in which the readers of this organ of the Krupps and leading mouthpiece of the German munition makers are warned not to be too optimistic regarding the future, and great stress is laid upon the strength of the British Empire and its worldwide dominions. The writer takes Dr. von Bethmann Hollweg to task for his frequent references to the war map in talking about the present situation of the belligerents. The map may show some things favorable to Germany, but it shows other things as well, which make an exceedingly gloomy impression. The Essen paper continues:

"England, which at the beginning of the war was so foolishly and dangerously underestimated, has, during this struggle, attained military and political strength which has almost reduced to silence those prattlers who ruled public opinion in the Summer of 1914. England, the falling Carthage, the land without conscription, has shown herself as a nation which still rules the world, and to drive back which, in order that we may live, still requires all our strength."

Winterhalter May Head Atlantic Fleet



AD. WINTERHALTER.

Rear-Admiral Winterhalter probably will be selected by Secretary Daniels as commander of the Atlantic fleet to succeed Admiral Henry T. Mayo, who is soon to be retired. In the early months of the European War Admiral Winterhalter was in command of the American fleet in Asiatic waters.

"In contemplation of the terrible battles in Europe, and in the eager examination of our European war map, we have forgotten the map of the world, and it is high time that we look at that. While England in our immediate neighborhood remains on the defensive, she is yet strong enough in other parts of the world to develop

a remarkable offensive, a simple result of the policy of the last forty years." Criticizes Prince Buelow

The article then goes on to review British imperial history, and in the review Prince Buelow, the former German Minister of Foreign Affairs, is severely handled for not having recognized at the time of the Jameson raid how serious the fall of the Boer Republics would be for German colonial hopes. The writer says:

"He neither tried at the proper time to organize a combination to prevent their fall, nor did he interfere when England overthrew them by force. Prince Buelow did not recognize that this destruction of the Boer Republics would bring us bitter fruit. One has only to ask one's self the question: What trend would this world war have taken had there still been independent Boer States which with about 80,000 men could have helped out German troops in Southwest and East Africa?"

The writer then traces the determined and sustained action whereby England throughout the years has marched toward the goal of African empire and an All-Red route across the African continent, and then proceeds to point out the great importance to Germany of Southwest Africa.

"We must not only," he says, "demand Southwest Africa again but we must push our territory up to the once independent Boer States. All the colonizing strength of Germany in Africa comes from the Southwest

Protectorate, and all plans in Central Africa cannot compensate us for lost Southwest Africa, a loss which, has now in great part been suffered."

The writer condemns the idea of a great central African colony for Germany because it would lie between two vast sections of British possessions, and the British spirit of revenge would always work so that eventually Britain would swallow up that possession. The only hope of Germany lies in having a hold in Southern Africa, for "South Africa must be German or nothing German will remain. It is only by freeing the Boer States and by military and geographical connection with them that we can create an independent source of strength in Africa from which might and Kultur will flow."

German Envy of England

Another article of the series deals with Great Britain's enormous empire around the Indian Ocean, and the writer, recognizing how widely the English language is spoken there, sees it rapidly becoming the language of the world.

"In short," he says, "we must admit that England in this war is taking greater leaps forward than she has ever done before—if at the last hour an iron fist does not intervene. The British plan is one of such splendor, pursued with such perseverance, and carried out with such keenness that no power in the world has ever before produced any effort

like it. Indeed, we envy England those statesmen who are capable of handling anything so great."

No power, the writer says, will be able to resist the British with the exception of Germany, and he continues: "It is our task. On us the English weight specially presses and it is for us to see that unbearable land power will not be added to unbearable sea power. Beside England there is no place in the sun or on earth. To Germans it is obvious that outside this vast African-Indian-Australian empire there is no land or future for our race. America is claimed, the rest of Asia is ruled by Chinese and Russians. England will give us no rights, as we were born too late."

The article ends on the note that victory for England will mean that she will have such strength that even Germany will not be able to deal with her.

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Italy And The Balkan Mess

By Judson C. Welliver

Three recent developments in connection with Near Eastern affairs have served to suggest the difficulties that will confront a congress of Europe when the war shall have ended in reaching a final settlement in that troubled region. They are:

1. Italy's proclamation of the independence of Albania under Italian protectorate.

2. The forced abdication of King Constantine of Greece and the succession of his second son, Alexander, to the throne.

3. The understanding that the young Emperor Karl of Austria intends changing the Constitution of the Austro-Hungarian Empire to the extent of creating five autonomous States under his rule.

There was evidence of rather astonishing haste in Italy's issuance of the proclamation establishing Albania and claiming suzerainty over it. At the time the suddenness of this move caused astonishment both in and out of Italy, and indeed precipitated a minor Cabinet crisis. Three members of the Cabinet had not been consulted or even notified that the Foreign Minister, Baron Sonnino, was taking such a step. The explanation vouchsafed at the moment was simply that urgent reasons necessitated the instant issuance of the proclamation in order to protect Italy's vital interests.

When a few days later the Allies at Athens took the final drastic step which compelled the abdication of Constantine and the accession of Prince Alexander it was reasonably plain why Italy had hastened its Albanian move. Greece has claimed important interests in Albania ever since the Balkan war, which have not been recognised by other Powers. It was therefore considered necessary by the Rome Government that a formal proclamation of the new Albanian status should be made before the change at Athens to forestall any uncertainties about Italy's intention.

There is no reason to doubt that in proclaiming its hegemony over Albania Italy acted with the full understanding and consent of her allies, at least of Great Britain and France whose Mediterranean interests are the most important with the exception of Italy's own. Nevertheless, the situation in the whole eastern Mediterranean may prove to have been considerably complicated by this development. Perhaps on the other hand it will be found that the beginning of permanent settlement has been made. It is too early to form a judgment because the precise understandings among the Entente Powers are not yet published.

One thing can be set down as very certain, and that is at no time during the war has there been closer co-operation or agreement among the Governments at Paris, London and Rome. Everything in the recent proceedings has indicated that on the one hand Italy postponed her proclamation of Albania in order to accommodate herself to the general purposes concerning Greece, and on the other hand she was given plenty of time to issue the proclamation before the change should take place at Athens.

The unity and independence of Albania, including the parts that have been claimed by Greece, under the protection of Italy are explained in the proclamation as follows:

"O Albanians, you will have free institutions, armed forces, tribunals, schools under Albanian citizens, and you shall be able to manage your property and the fruits of your work to your benefit and for the increasing welfare of your country. O Albanians! Wherever you are, already free in your own lands, exiles in the world or under the yoke of foreign rulers who promise a great deal but are violent and rapacious, you who come of a most ancient and noble stock with centennial memories and traditions linking you with Roman and Venetian civilisation, you who know the common Italo-Albanian interests owing to that sea which separates and yet unites us, unite yourselves together, men of good will and faith in the destinies of your loved country, and under the folds of the Italian and Albanian flags swear allegiance forever as today's proclamation in the name of the Italian Government means that Albania will be independent with Italy's friendship and protection."

It is an open secret that the Italian Government proclaimed the unity and independence of Albania owing to reasons of an urgent character, the nature of which is not publicly known. Italy's aims on the opposite shore of the Adriatic and consequently on Albania have been well known, and there is every reason to believe that they have been recognised by her allies, and no difficulty or opposition against such aims was reasonably expected

when the time came for the final settlement of the Balkan question, including naturally Albania.

In fact as a result of the war Italy claimed absolute preponderance over the Adriatic, implying that this sea should become essentially Italian with the possession of both coasts. As the Albanian question formed part of the Adriatic problem which has to be solved after the war, there seemed to be no reason why its settlement had to be anticipated, the more so as at present only a small part of the country—less than one-third—is under Italian occupation.

Efforts have been made to elicit some explanation from Baron Sonnino about the motives that hastened the solution of the Albanian question, but so far without success. Evidently the secret is a diplomatic one which has to be kept and guarded even if a Ministerial crisis become inevitable. The only information of a semi-official character available is included in a comment published by the *Giornale d'Italia* of Rome, which is specially significant.

According to the *Giornale d'Italia* Italy was determined that Albania should not fall into the hands of a maritime Power lest her strategic situation in the Adriatic should become worse. When Albania was under Turkish rule and Austria aspired toward its annexation in 1897 Italy insisted on an agreement with Austria, concluded between Marquis Visconti-Venosta and Cloukowski, according to which both bound themselves not to occupy Albania. Later on, during the Balkan war, Italy prevented the menaced partition of Albania, between Serbia, Bulgaria and Montenegro and also Greece.

The Conference of London followed after the second Balkan war, and Italy then obtained that Albania should be declared independent and its boundaries were fixed so as to exclude the Montenegrins from the north, Scutari, and the Greeks from the south Argirocastro and Corizza. When the great war broke out Italy, although neutral, insisted that the boundaries of Albania fixed in the Conference of London should be respected, and accordingly she refused to recognise the Greek occupation of northern Epirus or southern Albania, and occupied Avlona herself in order to prevent its occupation by Greece.

When Italy joined the Allies two years ago it is presumable that special accords were concluded relating to Albania, which naturally were not affected by the fact that the war extended to a country which to a great extent was occupied by the enemy. It is well known that Italy's object was to prevent Greece holding the continental shore of the Strait of Corfu lest this strait should be converted into a naval base threatening the entrance of the Adriatic.

Italy's claims on Albania were motivated on the necessity of safeguarding her vital interests in the Adriatic, which, however, are not incompatible with the right of nationality of the Albanians. Her claims and this right have now been conciliated with the proclamation of the independence of Albania under Italy's protectorate, and after all, when everything is considered, this solution is nothing but the natural sequel of Italy's policy, which should surprise neither Italy's allies nor her enemies.

The arguments used by the *Giornale d'Italia* are no doubt convincing, but yet a more explicit explanation is invoked from Baron Sonnino. It will be a long time before all the significance of King Constantine's abdication will be known to the world. There was bitter comment in the British House of Commons on criticism of the Government for permitting a son of Constantine to ascend the throne. Bonar Law on behalf of the Government declined to go into details. The conjecture has been indulged that a good deal of dickerings was necessary in order to satisfy both Constantine and Rome. Rome wanted to be assured of Albania before any move was made in Greece; Constantine, it is suspected, was unwilling to abdicate unless a member of his family could ascend the throne; he was willing enough to step down and withdraw himself from the Balkan broil if his son were crowned.

If he had remained and compelled the Allies to resort to force to depose him the situation would have been extremely difficult. He was the less disposed to abdicate in view of the fact that Albania was being taken out of the realm of Greek aspirations. Permitting his son to succeed him was, it is suspected, a sort of sop to induce him to get out instead of staying in and making a row about the Italian policy toward Albania.

The development of the Austrian situation since the death of Francis

(Continued on Page 12)

Kaiser Must Go And Germany Be A Republic
Before War Can End, Says C. W. Ackerman

Inside View Of How Kaiser's Government Deceives The People Of Germany

By Carl W. Ackerman
(New York World)

EVERY big shop in Berlin has a map of Europe in the show window. People look at these maps every day. They are proud of them. They show the German armies "far in enemy territory." Most of Belgium, eight provinces of Northern France, Poland and a section of Russia, Rumania, Servia, Montenegro and Albania are occupied by German troops. Austria-Hungary, Bulgaria and Turkey are designated also as being under the Imperial German General Staff. Vienna, Sofia and Constantinople can do nothing, military or political, without the Kaiser's authority. Fast trains run hourly from Lille, France, to Warsaw and Vilna, Russia. Twice a week the Balkan line goes from Berlin to the Porte and returns.

The map of Germany which we studied in school is not the chart of Germany today. Deutschland has grown. Germany today is a military organisation stretching from Helgoland to the Dardanelles and from the Hindenburg line in the west to the eastern frontier from Riga Bay to the Black Sea.

"Germany has been victorious!" That is the verdict of nearly every German. "The war is won. We must hold out." That is what they say in the land of our enemy. And, if you take issue with them, if you point out that they have lost their colonies, their world trade, their international standing as a nation and a race, they shrug their shoulders and reply:

"We will get all that back when the war is over."

But should you ask them what they are going to do with the territory they occupy, you touch the national war nerve. That is the issue which divides German public opinion. That is the Imperial conundrum. Germany, as a nation and as a people, does not know what will be done with the conquered territory.

President Wilson stated on April 2 that we are officially at war with the Imperial German Government, but it is obvious that we cannot defeat the Kaiser without fighting German soldiers. When our troops leave the trenches in France they will encounter bayonet to bayonet, the Kaiser's subjects. Then we shall be at war, officially and actually, with the German people. At the very beginning this will be a people's war. We will be fighting some of these people who stand before the shop windows of Berlin and count conquered territory as a gambler counts his chips. The new map of Germany shows that it pays to fight.

Confusion As To Cause Of War

Traveling through some parts of the United States since my return from Germany I find many people asking whether it is possible for us to fight the Kaiser. Some Americans, and they are not all hyphenated, especially in the Middle West, believe the Kaiser is the same as his people. There seems to be an impression that we cannot accomplish our purpose in entering the war; that we cannot make democracy safe. I found in Indiana and Illinois people who believed that Germany could never be defeated. Some stated our entrance on the side of the Entente was really to give us a voice at the peace conference. While Americans will admit that the extension of German ruthlessness to the high seas dragged us unwillingly into the European maelstrom of shells, poison and blood, still they do not understand how, by declaring war, we can help free the German people from their Imperial Government. Now that we are an Ally, we want to know, says the public what is the attitude of the German people. We want to know what they are thinking and talking about. We want to know whether by fighting these people we can defeat the Kaiser.

When President Wilson told Congress that "we have no quarrel with the German people" and that "we are glad . . . to fight for the ultimate peace of the world and for the liberation of its peoples, the German people included," he was not reflecting purely American opinions. Neither was he expressing a Wilsonian ideal. It was the statement of a fact suggested by German citizens themselves. In Germany and in Switzerland several Germans asked Ambassador James W. Gerard, after our diplomatic relations had been broken, to request Mr. Wilson, in case Congress declared war, to draw a distinction between the Kaiser and the people; between that system of government and democracy. They declared that if the President would do this he would aid the democratic movement in Germany and give the people to understand that they could have peace whenever they ruled themselves; whenever they had the power to determine their own foreign policies and their peace terms.

I lived and travelled in Germany for two years, and I became acquainted with many officials and people. I went to the various battle fronts from the Somme to Verdun and from Russia to Rumania. At first it appeared to me as if there was no difference between the Government and the people, but during the past eighteen months

WHO CARL W. ACKERMAN IS

Carl W. Ackerman is a trained American newspaper man who was sent to Berlin soon after the outbreak of the war. His initial sympathies were with Germany. He entered enthusiastically into the work of interpreting and presenting Germany to the American people, but as he lived in Berlin and saw conditions as they are, his Americanism revolted and little by little his leanings changed. Now he is full of bitterness and indignation, and in this striking article he warns Americans not to be content with a half defeat of Germany, but to uproot and destroy the existing militaristic autocracy.

there has been a decided change in internal conditions and public sentiment. The Fatherland is divided. Although it still fights "as one man," it does not think "as one man." There is a powerful liberal people's movement and there is a rich Pan-German autocracy. The Socialists are the real leaders of the former, and the agrarians, the annexationists, the nobles and the industrial leaders are supporting the latter.

The Kaiser, Field Marshal von Hindenburg, the Chancellor and the Government are "on the fence." They are dickerings for time and for military success. They are placating the people when circumstances demand it, and when they can do so without antagonising the Extremists. The leaders side with the Pan-Germans when they can do so without arousing the Socialists. They are playing a "waiting game." If the Kaiser wins the war he can fulfill the extravagant expectations of the wealthy supporters of the monarchy and satisfy the people too, because they would like to win. If the war is lost, or if it must be compromised, then the Government can promise the people reforms and the landed interests and the nobles will not be in a position to object, because they will not have the power. By being "neutral" now the government will be able to side with whatever party is the stronger when peace comes.

Liberalism and autocracy have been mobilising their forces in Germany for nearly two years. The first great clash came last December, when the Socialists demanded peace; when the militarists clamored for unrestricted submarine war. The Government satisfied both by making a sham peace proposal first and then by declaring a submarine blockade zone about Allied coasts. Next to peace the people wanted U-boat war because they believed it would hasten peace.

Recently there was another period of social unrest and the Government had to compromise by permitting the Reichstag to appoint a committee to revise the Constitution. Herr Philip Scheidemann, leader of the majority Socialist Party, was named Chairman. The Socialists will be satisfied for a time to fiddle with constitutional reform while the nation burns, but there will be other periods of popular discontent as the war goes on and as our strength develops. The Emperor has promised election reforms after the war, knowing that, if he loses, he will have to keep his promises, but that, if he wins, it will not be necessary to do so. Meanwhile flirtations with Russia with a separate peace possibility make the people believe the "ultimate victory" they have been promised is nearing.

Democracy Fighting Autocracy

I stated at the beginning that this was a war between peoples as far as military operations are concerned. But it is more than that. It is a fight between informed, free citizens of great democracies and misinformed subjects of a powerful military organisation. From time to time the Germans have had visions of the Government's deceit, but the officials, through an inhuman censorship, mould political opinion at will. The censorship is a cure-all for political discontent. Late last December, Consul von Haefen, one of the directors of the food propaganda department, called together neutral correspondents in Berlin and informed them that he had prepared statements about food conditions in Germany which he believed would interest them. Then, he added, these were written for the German press and that they should not be followed literally if telegraphed to foreign countries, because "naturally we have to make the best possible statement for our own people." That is the way the Government misleads the public. What a tremendous contrast with the reports in our own newspapers about food shortage and the danger of an international allied famine!

When I departed from Germany, a few months ago, the people were talking about peace. They were praying for peace. They said they were fighting for peace. I recall going into a grocery one evening in February and expressing my surprise when the old

woman in charge told me she had nothing but oranges, lemons, cooking apples, spinach, a black root which is now eaten as a vegetable and crows. (Crows were for sale all through the winter for meat.)

"Wenn kommt die Friede?" she asked resignedly.

That is what all the people ask. "When will we have peace?" But one does not hear this question among army officers, in the navy, at the Foreign Office or in the great industrial centers. Men whose business it is to fight, merchants whose daily life is to make money out of war, do not think about peace except a "German peace." On Germany's part this is a war of Big Business and the Kaiser. Throughout Belgium, Germany's big industrial leaders have confiscated factories, building lots, stores, farms, mines and everything else hoping that when peace comes they can retain them. In Brussels a friend of the Kaiser has built a large newspaper plant with the expectation of starting a German newspaper there after the war! He knows there must be a trumpet to popularise the Conqueror if he is to stay.

German shipping interests have their eyes on Antwerp. Belgium means nothing to them without this port. German overseas commerce can hardly be rebuilt without this harbor. Germany will never be able again to threaten England's trade and world position without a permanent hold on the Belgian coast. The future power of the Imperial Government as a military organisation, too, depends upon Belgium. That is the reason no neutral country before the United States broke diplomatic relations could obtain a statement from the German Government that it did not expect Belgian annexation, Belgian subjugation or some form of Belgian occupation. As long as the Kaiser holds this country he will not talk of peace without some form of dominion over Belgium.

But the German people do not know this. The Government gives the impression to the Socialists that it is opposed to annexation, but the Pan-Germans know that if they win the war they can annex at will despite the people, neutrals and the whole world. Might makes annexation possible.

People Opposed To Annexation

Scheidemann and the people are opposed to annexation. They are fighting to compel the Kaiser to state, through the Chancellor, what his attitude is because the Kaiser is supreme in war and peace under the present constitution. But every time the Liberals and Socialists marshal their forces in the Reichstag, or whenever they demand a discussion of peace terms in the press, the General Staff objects. Germany is under martial law, which means that peace aims cannot be discussed if they are likely to injure military operations. And a free debate might cripple von Hindenburg's plans because the people might refuse to fight to conquer. The Chancellor cannot discuss precise terms because he knows that if he announces aims to suit the public he will antagonise the wealthy and influential supporters of the monarchy. If he states that he favors Belgian annexation or Belgian occupation he will be criticised by the people, and they must be kept satisfied at all costs.

The German people today are supporting Field Marshal von Hindenburg because they believe he is waging a "defensive war." Our Allies have not been successful in convincing the German people otherwise. Had the German Government really desired peace last December, I believe the Allies would have made peace; but only on the condition that Germany was not the conqueror. When serious minded Germans demand the retention of any part of Belgium they are acting as conquerors, but as long as they occupy Belgium they will feel and act as victors. They will deport women and children. They will confiscate and destroy property. They will enslave the subjects. Brussels will be a conquered capital at the mercy of the military government until it is recaptured or until the German people are made to realise that they are fighting not to defend the country, but to make the Kaiser a conquering hero. The Emperor is not ambitious to be plain William of Germany. He wants to be Wilhelm the Conqueror of this generation.

A year ago (June 21) the Frankfurter Zeitung printed in two leading columns, on page one, an article headed "Antwerp and German Economics," by Herr Ulrich Rauscher. This newspaper is the most influential one within the Central Powers. It is independent in politics during the war. It is not a propagandist, for any governmental department or political clique. It is a serious journal which expresses the thought and aspirations of the business world. In this article, which I brought to the United States with me, Herr Rauscher states that Antwerp must be retained by Germany because "for importing and exporting it is necessary, but, above all, as a basis

(Continued on Page 11)

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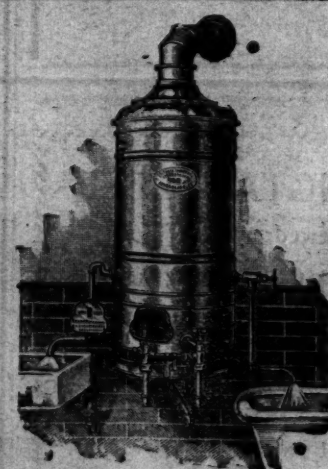
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COMPARES IRELAND OF 1882 AND TO-DAY

T. P. O'Connor ('Tay Pay') Re-
calls Address Made In New
York 35 Years Ago

SPOKE FOR HOME RULE

Soul of People To Bring Coun-
try Out Of Present Impos-
sible Position

By T. P. O'Connor

I addressed a meeting in New York at the Cooper Institute some thirty-five years ago, and Charles A. Dana was my chairman. The principle for which I pressed then was that Ireland should have self-government in the widest sense of the term within the British Empire. That was the policy which had been preached in Ireland for eighty-two years before that speech of mine—by O'Connell, by Butt, by Parnell. It was the only policy that had ever been put before the Irish people by a Parliamentary party. It is true that for a few years the revolutionary movement, known as Fenianism, preached another gospel—the gospel of separation, an Irish republic and of insurrection by armed force as the means of attaining those ends.

Butt and Parnell, succeeding to the Fenian insurrection, offered the alternative policy of home rule within the British Empire to be attained by a constitutional movement in Ireland and an Irish party in the House of Commons which should be honest, independent and united. Butt, still more Parnell, insisted that this policy could get results, and after some period of hesitation the Irish people were converted by Parnell's extraordinary success in the House of Commons to the conviction that Parnell was right, and that constitutional agitation and an honest Irish party could achieve all that Ireland demanded.

Chiefs Abandoned Fenianism
So widespread was this conviction that even the majority of the old Fenian leaders abandoned their old movement and became the ardent supporters of the constitutional movement. Among these ex-Fenians I need mention only two names—those of Michael Davitt and O'Meara Condon—two of the greatest spirits that ever fought for Ireland and glorified her name.

As the years went by, the hopes and promises of Parnell were more justified than even her more sanguine men could have anticipated. When Parnell started, every tenant in Ireland could have been rack-rented on the additional value his own hands had given to his farm. Every farmer in Ireland, outside a few men, secured temporarily by lease, could be evicted and thrown on the world on the word of the landlord. The farmer of that period bore in his very air, as well as in his rags for clothes and hovels for homes, the marks of his servitude; he cringed to everybody; he took off his hat to everybody; he addressed everybody as "Yer honor"; he was not only a slave, but he looked and he spoke as a slave.

There were among the landlords some men—I am not talking of ancient history in past and dead and gone centuries, but of periods in my own life—who exercised the rights of their position as brutally and as wantonly as the French aristocracy before the French Revolution.

Men like John George Adair and Allan Poullock were able to turn out

a whole countryside of people, Atlantes that devastated whole regions and denuded them of men, women and children and levelled whole communities as the Germans are levelling the villages of France to-day.

'Les Droits de Seigneur'
Some of the landlords like Lord Leitrim, were credited with exercising what used to be called in pre-revolutionary France "les droits de seigneur." It was, perhaps, one of the reasons why he was murdered on an Irish roadside.

It is only a man, like myself, whose youth was passed in old Ireland, that can realise what the old Ireland really was, who can contrast between the old Ireland and the new.

I wanted to find some phrase that would summarise my general conception of what old Ireland in a work of fiction I was writing at the time; the title I adopted was suggested to me as I passed down the River Shannon, which flows through my native town. When we came to a small sinister looking island and I asked the boatman the name of the island, he said it was known as Dead Man's Island. That was a sudden illumination to my search for a title; I called my story "Dead Man's Island." It was an epitomised expression of how the Ireland of those days appeared to my inner eyes.

In 1880 I was elected for the first time to the House of Commons. It may seem incredible to the present generation, but it is a fact that the tragic state of affairs which I have described existed even at a date so recent.

Recalls The Days Of Famine
Indeed, we were at that moment face to face with the very conditions in Ireland and in her land system which produced the famine of 1846, with its million of corpses on Irish soil and her emigration of five millions to other countries.

It was the failure of the Irish crop and the consequent evictions that produced the tragedy of 1846; the potato crop failed again in 1877-78 and 79, and the landlords again began wholesale evictions; and thus there were the materials for a repetition of the old tragedy. Two men prevented it—Michael Davitt by establishing the Land League; Parnell by creating a great Parliamentary party. Of his colleagues but few remain—Dillon, Redmond and myself. All three of us have worked all the years without a penny from any British Ministry—not one penny.

Let me sum them up: a great popular movement of resentment—natural, justifiable, even necessary—this resentment turned into visionary expectations by wild leaders and by others who are either self-seekers or anarchists; the soul of Ireland too disturbed for the moment to make the right choice; the hope for Ireland that her instinctive sanity and her keen power of distinguishing the real and the honest man in her normal temper will bring the country out of its present impossible position.

O'CONNELL'S WEEKLY HIT

Manila, July 30.—The government of the Philippine Islands has already taken steps which have resulted in a complete withdrawal of the financial support accorded to O'Connell's Weekly of this city by certain large German interest; the firm which has published the paper in the past has agreed to print it no longer; and plans are on foot to stop its publication entirely, as a result of the publication of articles and "scare heads" held to reflect upon the American government and its allies in the present war.

Italy And The Balkan Mess

(Continued from Page 10)

Joseph has been decidedly in the direction of democratisation. Indeed, there is some English comment to the effect that the young Emperor is apparently trying to achieve the very thing that Great Britain would like to do but doesn't exactly know how. The Emperor is credited both at Berne and at Rome with purpose to change the constitution of the Dual Monarchy so as to establish five autonomous states, all bound together under his imperial rule. It is said on high authority that the Emperor purposely postponed taking his oath of office until after the war in order that the reorganisation of the Dual Monarchy might be carried forward in an essentially democratic fashion. It is proposed even to have a plebiscite in each of the five states that are to be federated, so that the will of the people may be presumed at least to have been consulted.

This Federal plan is outlined as involving the creation of Austria proper as one kingdom, of Galicia or Poland as another, of Hungary, including Croatia, as a third, of Wallachia, including half of Rumania, with Bucharest, and finally of Servia, including most of old Servia, Montenegro, Herzegovina, Dalmatia and Albania.

All the territory of these five states except the part of Albania which the Italians hold is actually under present Austrian occupation. Unless the war brings decisive defeat to the Central Empires it is possible that formal annexation of this occupied territory will be announced before long. This of course depends on internal conditions in Austria, and also on the general military situation. If the war is prolonged to the point of exhausting Austria's military resources and ultimately driving her out of the occupied regions annexation would of course be futile. Needless to say, the Western Powers

regard any such scheme of Austrian aggrandisement as utterly impossible. It would be equivalent to the destruction of Italian independence, and the destruction of Italy would be a fatal blow to France; while the relegation of both Italy and France to third rate positions would in turn leave Great Britain without effective continental support.

Nevertheless the discussion of this interesting Federal plan in Austria is serving to stave off the crisis in that country. The Emperor is proving a pretty good politician. On the one side he is promising his people a more democratic government, and on the other holds out to them the prospect of great and important territorial expansion.

The Teutonic allies have their troubles among themselves. These troubles obviously cannot be entirely understood from the outside, but enough can be seen to make it apparent that Bulgaria and Turkey have been showing distinct disinclination to be plucked for the benefit of Austria and Germany. Inasmuch as Austria is in actual possession of fully two-thirds of Albania, the question is quite in point, "Why did not Austria proclaim the annexation or autonomy of Albania under Austrian domination?" People most familiar with Balkan conditions strongly suspect that such a pronouncement would have been made long ago if it could have been made consistently with Turkey's pretensions.

But Turkey wants, as the price of its alliance to be restored to domination over a large part of the Balkan Peninsula: Bulgaria wants a restoration of something like its medieval limits, and apparently the Teutonic allies have been beaten in the diplomatic game to the extent that while they could not agree on the move to be made at this time the Entente Powers were able to agree to the extent of permitting Italy to put forward its Albanian program.

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FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, August 11, 1917.
Money and Bullion
 Gold Dollars Bank's buying rate
 @ 87 1/2 = Tls. 1.02 @ 72 1/2 = Mex. \$1.40
 Mex. dollars Market rate 72.875
 Bar Silver 1818
 Copper Cash 1818
 Sovereigns:
 Buying rate @ 4 1/2 = Tls. 4.94
 exch. @ 72 1/2 = Mex. \$6.81
 Peking Bar08
 Native Interest08

Latest London Quotations
 Bar Silver 42.4d.
 Bank Rate of Discount 5%
 Market rate of discount:
 3 m-s %
 4 m-s %
 6 m-s %
 Exchange on Shanghai, 60 d-s.
 Ex. Paris on London Fr. 27.41
 Ex. N. Y. on London T.T. \$ 47.63
 Consols 102 1/2

Exchange Closing Quotations
 London T.T. 4 1/2
 London Demand 4 1/2
 India (nominal) T.T. 300
 Paris Demand 560 1/2
 Paris T.T. 96 1/2
 New York Demand 96 1/2
 Hongkong T.T. 67 1/2
 Japan T.T. 53
 Batavia T.T. 229 1/2

Bank's Buying Rates
 London 4 m-s. Cds. 4 1/2
 London 4 m-s. Docy. 4 1/2
 London 4 m-s. Cds. 4 1/2
 London 6 m-s. Docy. 4 1/2
 Paris 4 m-s. 57 1/2
 New York 4 m-s. 100

Customs House Exchange Rates For August
 Hk. Tls. 4.83 @ 3/10%
 " 1 @ 53 1/2 = France 5.94
 " 1 No quotation Market 4.95
 " 0.97 @ 92 1/2 Gold 2.1
 " 1 @ 55 Yen 3.00
 " 1 @ 15 Rupees 3.25
 " 1 @ 180 Roubles 55.35
 " 1 @ 1.50 Mex. \$1.50
 † Nominal.

Stock Exchange Transactions

TODAY'S QUOTATIONS
 Shanghai, August 11, 1917.
Official
 Shanghai Tugs (Ord) Tls. 18.00
 Samagaras Tls. 0.95
Unofficial
 Kamunings Tls. 6.00

Sharebrokers' Association Transactions

BUSINESS DONE
 Shanghai, August 11, 1917.
Unofficial
 Bukits @ Tls. 4.00 cash
 S'hai Cottons Tls. 135.00 August
 French Muni 6% debts.
 Tls. 82.00 cash

Piece Goods and Yarn

Messrs. Ilbert and Co., write as follows in their weekly market report:
 Demand has been more than usually dull and featureless during the past week. Interest in practically all goods having dwindled to vanishing point, with the single exception of local yarn which has again been purchased on a moderate scale by speculators and which, in the high counts especially, now stands at a value that the state of demand in the up-country markets does not warrant. Our reports from Szechuen, which is the principal outlet for 20s. are that the high prices ruling here have led to the closing down of the majority of the native weaving establishments in that province and that those which are continuing are producing a minimum quantity of cloth at a loss, merely to keep their connections alive.
 No particular reason can be given for the extreme lassitude from which the market is suffering except that the limit of price which the consuming centers can pay in their present state has already been reached. The prevalence of floods in the central and northern provinces is likely to depreciate the purchasing power of the inhabitants considerably, as crop damage in some parts is reported to be extensive, while domestic politics continue to be an obstacle to the expansion of trade generally.
 Grey Shirtings Generally.—There has been practically no demand

during the week and the total business done amounts only to a few sales of retail quantities as follows:
 10-lbs. Pighead at Tls. 7.15, and Blue Cash at Tls. 6.70.
 12-lbs. 36 inch.—Soldier No. 1 at Tls. 9.00. Prices for auction chops declined materially all round.
 White Shirtings.—Sellers have been obliged to lower their prices to secure business but very little has eventuated, sales being limited to small quantities of the following:
 Flower No. 1 at Tls. 8.50, Blue Nine Horses at Tls. 8.30, Gold Nine Letters at Tls. 8.25, and Nine Boys at Tls. 7.70. There was a sharp decline in auction prices.
 Bleached T-Cloths.—A few small parcels have changed hands in the following: Single Phoenix at Tls. 7.00, Three Phoenix at Tls. 7.50, Nine Phoenix at Tls. 7.95, and Four Gold Cocks at Tls. 6.75.
 Dyed and Fancy Cottons.—Like all other goods, interest in these is quite lacking at the moment and values are appreciably lower all round.

Cotton.—The local staple has again been in poor demand and prices are nominally easier, though we are without particulars of any business done beyond an isolated transaction in new crop Tungsow at Tls. 40.00 per picul.
 The Liverpool market has made a further advance according to Reuters' latest quotations, viz: American 19.50d., Egyptian 31.25d. and Fine Bengals 19.50d. per lb.

Local Yarn.—Practically no business appears to be going on for actual consumptive purposes and clearances are poor. There has however been a recrudescence of speculative operations and the following purchases have been made:
 No. 16s.—400 Bales Censor (Heavy) at Tls. 176.00, 300 Bales Phoenix at Tls. 180.00, and 300 Bales Two Tigers at Tls. 180.00.
 No. 20s.—1,000 Bales Five Men at Tls. 185.00/196.00 and 1,000 Bales Man and Goat at Tls. 184.00/195.00.
 Indian Yarn.—Market nominally steady but exceedingly quiet, the total sales reported amounting to only a few hundred bales as follows:
 No. 10s. 100 Bales Sorab at Tls. 132.00.
 No. 12s. 100 Bales each of the following spinings, all at Tls. 132.00 per bale: Currimbhoy (Mule), Elphinstone, Herald Office and Lakhmadas Khajoo.
 Japanese Yarn.—Another blank week has to be reported.

LOCAL SHARE MARKET
 Messrs. J. P. Bisset and Co., write as follows in their weekly share market report:
 The market exhibits no special feature calling for comment. Business is very dull indeed and transactions are very few in number.

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 Reserve Liability of Shareholders 1,200,000

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 Sir Henry S. Cunningham, K.C.I.E.
 Sir Alfred Dent, K.C.M.G.
 W. H. Neville Goschen, Esq.
 The Rt. Hon. Lord George Hamilton, G.C.S.I.
 W. Foot Mitchell, Esq.
 Lewis Alexander Wallace, Esq.

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 The National Bank of Scotland Limited.

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L. R. BRENNER, Manager.

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In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

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L. ARDAIN, Manager.

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 JEAN JADOZ
 Gouverneur Societe Generale de Belgique.

London: Martin's Bank Ltd.
 Brussels: Societe Generale de Belgique.
 Antwerp: Banque d'Anvers.
 Paris: Banque de l'Union Parisienne, Societe Anonyme.

Lyons and Marseilles: Comptoir National d'Escompte de Paris.
 New York: National City Bank of New York.

Interest allowed on Current Accounts Tels and fixed deposits according to arrangements.
 Every description of banking and exchange business transacted.

M. DEMETS, Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital \$15,000,000
 Reserve Funds:
 Sterling, £1,500,000 @ 2s. \$15,000,000
 Silver 13,500,000
 \$38,500,000

Reserve Liability of Proprietors \$15,000,000

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 Hon. Mr. P. H. Holyoak, Deputy Chairman.

Hon. Mr. C. E. Anton.
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 Reserve Fund 1,750,000
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 Paris Office: 9, Rue Boudreau.
 London Office: 64, Old Broad St., E. C. 2.

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 Paris: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.

Lyons: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France.

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K. P. CHEN, General Manager.

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SUNG HAN-CHANG, Manager.

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 For 12 months at 5 per cent per annum.

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H. C. MARSHALL, Chief Manager.

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Shanghai Office:
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Every description of Banking and Exchange business transacted.

C. C. WONG, Asst. Manager.

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 Reserve Fund 800,000

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Business and Official Notices

NOTICE

The Pacific Mail Steamship Company hereby notifies that Mr. B. C. Haile has been appointed Agent for that Company at Shanghai, effective August 1st, 1917.

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Singapore Rubber Market

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No. 1 Smoked Sheet \$125 per picul equivalent to 2s. 8½d. in London.
No. 1 Crepe \$125 per picul equivalent to 2s. 9½d. in London.
Poor demand, little competition, market closed very weak; offered 880 tons, sold 885 tons.

Silk Market Report

Messrs. Wm. Little and Co., write as follows in their weekly silk market report:-
Our last report was dated 3rd inst. White Silk.—The rise in exchange added to probable heavy increase in freight on Silk to Europe has kept the market very quiet.
Tantale New Style.—Lion and Scale, Sheep and Flag, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.
Tussah Filatures 3 coc.—Some purchases of best grades at Tia. 850 av. are reported.

BAR SILVER

London, August 9.—Today's silver prices were:-
Bar Silver Spot 43½d. Rise due to small supplies, steady.
Last Quotation, London, August 8:-
Bar Silver Spot 41½d. Small offering, steady.

NO CHANCES AT PANAMA

Boats Are Not Allowed to Enter the Harbor Without Permits
Officials of the Panama Canal zone are taking no chances in their precautions to protect the approaches of the big water way from possible enemy activities. Regulations issued by the captain of the port of Balboa, governing admittance to that harbor, say that all boats, large or small, whether regularly used for fishing or any other purpose, are prohibited from entering or remaining in a wide restricted area embracing the mouth of the harbor, except by special permit.
"Boats entering this area in violation of the above," the notification adds, "are liable to be fired upon."
The instructions were issued under the President's proclamation defining defense areas.



FACTS

YOU SHOULD KNOW
ABOUT YOUR TEETH

Danger of Diseased Teeth

Your teeth are your best friends, so why abuse them? Decayed, artificial substitutes, in addition to being a handicap to proper mastication, are cesspools of infection and filth. Micro-organisms responsible for tuberculosis, typhoid fever, erysipelas, and other diseases are commonly found in tooth cavities and diseased gum pockets, from which recesses they are absorbed into the blood and lymph streams.
They are also distributed to the organs associated with the mouth, and through the saliva are transmitted to the stomach, and through breathing to the lungs.
They are a menace to those with whom you come in contact, because they are distributed when talking, spitting, and coughing. Now Dear Reader, call and let me examine your teeth right now.

"Don't put off till tomorrow that which can be done today"
Call immediately at
"DR. C. CAMERON'S"
DENTAL OFFICE
24 Nanking Road, Shanghai.

Chefoo, North China

ASTOR HOUSE HOTEL

AND ANNEXE

(Hotel Francais)

The leading hotel in Chefoo, delightfully situated, facing the sea.

Comfortable single and double bedrooms, with bathrooms attached.

First class cuisine, under foreign supervision. Select cellar.

Large dining room and terrace facing the sea recently built Electric light Cinema.

E. BERRUCHON,
Manager.

Telephone No. 295.

LANGKAT DAILY OUTPUT

The following telegraphic information has been received by the general agent from the Sumatra director and manager of the Maatschappij tot Mijnbouw op Landbouwschappij in Langkat:
"The output of crude oil for August 9 was 74 tons."

BENJAMIN AND POTTS
SHARE LIST

Yesterday's Prices

STOCK	Quotations Closing
Banks	
K. and S. B.	\$615
artered	250 10a.
so-Asiatic	R. 250
hay, ordy	The 6 1/2 P

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agent's
Aug 13	noon	San Francisco	Tenyo maru	Jap.	Alexander
13	..	San Francisco	Venezuela	Am.	P. M. S. S. Co.
13	..	Tacoma and Seattle	Matia maru	Jap.	N. Y. K.
13	..	San Francisco	Sado maru	Jap.	N. Y. K.
13	..	San Francisco	Shinyo maru	Am.	P. M. S. S. Co.
13	..	San Francisco	Shidzuoka maru	Jap.	N. Y. K.
13	..	San Francisco	Shidzuoka maru	Am.	P. M. S. S. Co.

FOR JAPAN PORTS

Aug 13	noon	Nagasaki, Kobe & Yokohama	Tenyo maru	Jap.	Alexander
13	..	Nagasaki, Kobe & Yokohama	Chikugo maru	Jap.	N. Y. K.
13	..	Nagasaki, Kobe & Yokohama	Kasuga maru	Jap.	N. Y. K.
13	..	Nagasaki, Kobe & Yokohama	Shimabara	Jap.	N. Y. K.
13	..	Nagasaki, Kobe & Yokohama	Iyo maru	Jap.	N. Y. K.
13	..	Nagasaki, Kobe & Yokohama	Venezuela	Am.	P. M. S. S. Co.
13	..	Nagasaki, Kobe & Yokohama	Yamato maru	Jap.	N. Y. K.
13	..	Nagasaki, Kobe & Yokohama	Hakubi maru	Jap.	N. Y. K.
13	..	Nagasaki, Kobe & Yokohama	Kumano maru	Jap.	N. Y. K.
13	..	Nagasaki, Kobe & Yokohama	Yamashiro maru	Jap.	N. Y. K.

FOR EUROPE, INDIA, STRAITS, ETC.

Aug 21	1.00	London via ports	Atenta maru	Jap.	N. Y. K.
21	1.00	London via ports	Hitachi maru	Jap.	N. Y. K.
21	1.00	London via ports	Iyo maru	Jap.	N. Y. K.

FOR SOUTHERN PORTS

Aug 13	9.00	Swatow & Hongkong	Anhui	Br.	B. & S.
13	..	Hongkong	Sado maru	Jap.	N. Y. K.
13	..	Hongkong	Chikugo maru	Jap.	N. Y. K.
13	..	Hongkong	Kasuga maru	Jap.	N. Y. K.
13	..	Hongkong	Shimabara	Jap.	N. Y. K.
13	..	Hongkong	Iyo maru	Jap.	N. Y. K.
13	..	Hongkong	Venezuela	Am.	P. M. S. S. Co.
13	..	Hongkong	Yamato maru	Jap.	N. Y. K.
13	..	Hongkong	Hakubi maru	Jap.	N. Y. K.
13	..	Hongkong	Kumano maru	Jap.	N. Y. K.
13	..	Hongkong	Yamashiro maru	Jap.	N. Y. K.

FOR NORTHERN PORTS

Aug 13	..	Chinwangtao	Protea	Br.	K. M. A.
13	..	Tientsin	Kwangtung	Br.	K. M. A.
13	..	Chinwangtao & Newchwang	Kansu	Br.	B. & S.
13	..	Chinwangtao	Sado maru	Jap.	N. Y. K.
13	..	Chinwangtao	Chikugo maru	Jap.	N. Y. K.
13	..	Chinwangtao	Kasuga maru	Jap.	N. Y. K.
13	..	Chinwangtao	Shimabara	Jap.	N. Y. K.
13	..	Chinwangtao	Iyo maru	Jap.	N. Y. K.
13	..	Chinwangtao	Venezuela	Am.	P. M. S. S. Co.
13	..	Chinwangtao	Yamato maru	Jap.	N. Y. K.
13	..	Chinwangtao	Hakubi maru	Jap.	N. Y. K.
13	..	Chinwangtao	Kumano maru	Jap.	N. Y. K.
13	..	Chinwangtao	Yamashiro maru	Jap.	N. Y. K.

FOR RIVER PORTS

Aug 13	..	M.N. Hankow	Tachikawa	Jap.	N. Y. K.
13	..	M.N. ..	Kiangyang	Br.	K. M. A.
13	..	M.N. ..	Kansu	Br.	B. & S.
13	..	M.N. ..	Sado maru	Jap.	N. Y. K.
13	..	M.N. ..	Chikugo maru	Jap.	N. Y. K.
13	..	M.N. ..	Kasuga maru	Jap.	N. Y. K.
13	..	M.N. ..	Shimabara	Jap.	N. Y. K.
13	..	M.N. ..	Iyo maru	Jap.	N. Y. K.
13	..	M.N. ..	Venezuela	Am.	P. M. S. S. Co.
13	..	M.N. ..	Yamato maru	Jap.	N. Y. K.
13	..	M.N. ..	Hakubi maru	Jap.	N. Y. K.
13	..	M.N. ..	Kumano maru	Jap.	N. Y. K.
13	..	M.N. ..	Yamashiro maru	Jap.	N. Y. K.

* AM. M.N.—Midnight. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agent's	Berth
Aug 11	Hankow	Kiangyang	2012	Chi.	C. M. S. N. Co.	KLYW
11	Hankow	Tachikawa	1073	Br.	B. & S.	KLYW
11	Hankow	Kansu	1073	Br.	B. & S.	KLYW
11	Hankow	Sado maru	1073	Jap.	N. Y. K.	KLYW
11	Hankow	Chikugo maru	1073	Jap.	N. Y. K.	KLYW
11	Hankow	Kasuga maru	1073	Jap.	N. Y. K.	KLYW
11	Hankow	Shimabara	1073	Jap.	N. Y. K.	KLYW
11	Hankow	Iyo maru	1073	Jap.	N. Y. K.	KLYW
11	Hankow	Venezuela	1073	Am.	P. M. S. S. Co.	KLYW
11	Hankow	Yamato maru	1073	Jap.	N. Y. K.	KLYW
11	Hankow	Hakubi maru	1073	Jap.	N. Y. K.	KLYW
11	Hankow	Kumano maru	1073	Jap.	N. Y. K.	KLYW
11	Hankow	Yamashiro maru	1073	Jap.	N. Y. K.	KLYW

Departures

Date	For	Ship's Name	Tons	Flag	Agent's
Aug 11	Hankow	Kiangyang	2012	Chi.	C. M. S. N. Co.
11	Hankow	Tachikawa	1073	Br.	B. & S.
11	Hankow	Kansu	1073	Br.	B. & S.
11	Hankow	Sado maru	1073	Jap.	N. Y. K.
11	Hankow	Chikugo maru	1073	Jap.	N. Y. K.
11	Hankow	Kasuga maru	1073	Jap.	N. Y. K.
11	Hankow	Shimabara	1073	Jap.	N. Y. K.
11	Hankow	Iyo maru	1073	Jap.	N. Y. K.
11	Hankow	Venezuela	1073	Am.	P. M. S. S. Co.
11	Hankow	Yamato maru	1073	Jap.	N. Y. K.
11	Hankow	Hakubi maru	1073	Jap.	N. Y. K.
11	Hankow	Kumano maru	1073	Jap.	N. Y. K.
11	Hankow	Yamashiro maru	1073	Jap.	N. Y. K.

Vessels Loading

For River Ports

HANKOW AND PORTS.—The Str. Kiangyang Capt. W. McIlwain will leave on Monday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW AND PORTS.—The Co's Str. Yohyang Maru Capt. Y. Ikeda, will be despatched from Pootung N.K.K. wharf on Monday, Aug. 13, at about 12 o'clock midnight. For Freight and Passage apply to The Nishin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW AND PORTS.—The Indo-China Steam Navigation Co.'s Str. Kiangwo, tons 2,174 Capt. Bennett, will leave on Monday, August 13, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW AND PORTS.—The Indo-China Steam Navigation Co.'s Str. Tuckwo, tons 3,770 Captain Philip, will leave on Tuesday, August 14, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW AND PORTS.—The Co's Slangyang M. Capt. J. A. Scott, will be despatched from N.Y.K. wharf on Tuesday, Aug. 14, at about 12 o'clock midnight. For Freight and Passage apply to The Nishin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW AND PORTS.—The China Navigation Co.'s Steamer Tatum Capt. Williams will leave from the French Bund on Tuesday, August 14, at about 12 o'clock mid-

night. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW AND PORTS.—The China Navigation Co.'s Steamer Wuchang Capt. Pickard, will leave on Wednesday, August 15, at about 12 o'clock midnight. For Freight or Passage apply to Butterfield and Swire Agents Tel. No. 77.

HANKOW AND PORTS.—The China Navigation Co.'s Str. Tungting Capt. Wavell, will leave from the French Bund on Thursday, Aug. 16, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW AND PORTS.—The China Navigation Co.'s Str. Chungking Capt. Monkman, will leave on Friday, Aug. 17, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents Tel. No. 77.

HANKOW AND PORTS.—The China Navigation Co.'s Steamer Poyang, Capt. Carnaghan will leave from the French Bund on Saturday, August 18, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW AND PORTS.—The China Navigation Co.'s Steamer Poyang, Capt. Carnaghan will leave from the French Bund on Saturday, August 18, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW AND PORTS.—The China Navigation Co.'s Steamer Poyang, Capt. Carnaghan will leave from the French Bund on Saturday, August 18, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW AND PORTS.—The China Navigation Co.'s Steamer Poyang, Capt. Carnaghan will leave from the French Bund on Saturday, August 18, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW AND PORTS.—The China Navigation Co.'s Steamer Poyang, Capt. Carnaghan will leave from the French Bund on Saturday, August 18, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield and Swire Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

Bund on Monday, August 13, at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW, HONGKONG & CANTON.—The Str. Taishun, Capt. C. Westerland, will leave on Tuesday, morning. For Freight or Passage apply to C.M.S.N. Co.

FOOCHOW.—The Str. Hsinchi, Capt. J. Hansen, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

AMOY.—The Steamer Poochi, Captain J. Maekie, will leave on Tuesday, morning. For Freight or Passage apply to C.M.S.N. Co.

HONGKONG and CANTON.—The China Navigation Co.'s Steamer Sunning Captain W. L. Jones will leave from the French Bund direct for the above ports on Tuesday, Aug. 14, at 9 a.m. For Freight or Passage apply to Butterfield and Swire, Agents Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. Chicago Maru, Capt. T. Saito, will be despatched from the Co's Yangtze-poo wharf on August 14, at — The steam-launch conveying passengers on board will leave the customs jetty at — on the same day. For Freight or Passage, apply to The Osaka Shosen Kaisha, No. 4, The Bund Tel. No. 4234 and 4047.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Str. Shantung Capt. Meathrel, will leave from the French Bund direct for the above ports on Thursday, Aug. 16, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents, Freight Tel. No. 77, Passage, Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW and KEELUNG.—The Steamer Keelung Maru Capt. T. Kamashi will be despatched from the Co's pootung wharf on August 17, at — The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047.

SWATOW & HONGKONG.—The China Navigation Co.'s Str. Yingchow Capt. J. Gibbs, will leave from the French Bund direct for the above ports on Sunday, Aug. 19 at daylight. For Freight or Passage, apply to Butterfield and Swire Agents Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW and HONGKONG.—The China Navigation Co.'s Steamer Chenan, Captain P. H. Cowan, will leave from the French Bund direct for the above ports on Tuesday, Aug. 21, at daylight. For Freight or Passage apply to Butterfield and Swire, Agents Freight Tel. No. 77, Passage Tel. No. 401.

For Northern Ports

CHINWANGTAO DIRECT.—The Kailan Mining Administration chartered a.s. Proteus, August 12. For Freight or Passage, apply to Agent, No. 1 Jinkoo Road Tel. 319.

TIEN-TSIN direct.—The Kailan Mining Administration chartered a.s. Kwangtung, Aug. 14. For Freight or Passage apply to Agent No. 1 Jinkoo Road Tel. No. 319.

CHEFOO and NEWCHWANG.—The China Navigation Co.'s Steamer Kansu, Captain R. Robertson, will leave on Tuesday, August 14, at 9 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents, Tel. No. 77.

WEIHAIWEI, CHEFOO & TIEN-TSIN.—The China Navigation Co.'s Str. Shantung Capt. Northcombe will leave from the French Bund on Wednesday, Aug. 15, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIEN-TSIN and DAIREN & TSINGTAO.—The Str. Kohoku Maru, Capt. Saito, will be despatched from the Co's Yangtze-poo wharf on Aug. 17 at — The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at — on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4047.

WEIHAIWEI, CHEFOO & TIEN-TSIN.—The China Navigation Co.'s Str. Tungchow, Capt. M. Intosh, will leave from the French Bund on Saturday, August 18, at 10 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Foreign Ports

SAN FRANCISCO via NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU.—The s.s. Tenyo Maru, 22,000 tons, Capt. H. S. Smith, will leave on Monday, August 13, Tender conveying passengers and mails will leave Customs jetty at 12 o'clock noon Monday, August 13. For passage apply to Toyo Kisen Kaisha, T. N. Alexander, Agent.

TACOMA and SEATTLE CALLING at VICTORIA B.C. via NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA.—The Str. Manila Maru Capt. T. Nemoto will be despatched from on Aug. 21 at — Through Bills of Lading are granted for American Ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co. at Seattle and Tacoma. Consular invoices must accompany overland shipment. The tender will leave the customs jetty for conveyance of passengers and mails to the steamer at — on the same day. For Freight or Passage, please apply to The O.S.K. No. 4, The Bund. Tel. No. 4234 and 4047.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSE RIVER & CHINA COAST PORTS. FAST SCHEDULE SERVICES.

For CHUNGKING, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Lunyi, Nagasaki, Poyang, Tatum, Tungting, Chungking and Wuchang.—Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtze and Hunan Lake.

*The s.s. Wuchang is especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

FOR HONGKONG and CANTON.—S.S. Anhui, Chenan, Yingchow, Shantung, Shantung and Sunning.—Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hoihow, Pakhoi, Haiphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports. Sailing from the French Bund every Tuesday, Thursday, and Sunday.

For TIEN-TSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shantung and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m. The above steamers are installed with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.

For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, Poochow Road.

BUTTERFIELD & SWIRE. Agents, 21-23 French Bund. Freight: Telephone No. 77. Passage: Telephone No. 401.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE

Operating the new first-class steamers "Ecuador," "Venezuela" and "Colombia" 14,000 tons each TO SAN FRANCISCO VIA KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT

The most comfortable route to America and Europe

SAILINGS FOR SAN FRANCISCO

S.S. "Venezuela"	Aug. 18, 1917
S.S. "Ecuador"	Sept. 15, 1917
S.S. "Colombia"	Oct. 13, 1917
S.S. "Venezuela"	Nov. 10, 1917

SAILINGS FOR MANILA AND HONGKONG

S.S. "Ecuador"	Aug. 25, 1917
S.S. "Colombia"	Sept. 22, 1917
S.S. "Venezuela"	Oct. 20, 1917
S.S. "Ecuador"	Nov. 17, 1917

(Subject to change)

The Safety and Comfort of Passengers our first consideration. Tickets interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd. For further information re freight and passage, apply to

B. C. HAILE, Agent, 1b Nanking Road (Palace Hotel Building) Telephone 5056. Shanghai

O. S. K.

OSAKA SHOSEN KAISHA

(Osaka Mercantile S. S. Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to Alteration)

AMERICAN LINE

(For Tacoma and Seattle, Wash.)

Via Pacific, calling at Nagasaki or Moji, Kobe, Yokohama, Shimizu, Yokohama and Victoria, B. C.

"MANILA MARU"	(18,000 tons) Capt. T. Nemoto,	Aug. 20, 21
"CHICAGO MARU"	(12,000 tons) Capt. T. Saito,	Aug. 13, 14

CHINA COASTING LINE

For Tientsin, Dairen and Tsingtau	arr. leave.
"KOHOKU MARU" (2,610 tons) Capt. K. Saito,	Aug. 15, 17
For Foochow, Keelung and Takao	arr. leave.
"KEELUNG MARU" (1,569 tons) Capt. T. Kamashi,	Aug. 15, 17

The Company also run numerous steamers from Japan to South America, Australia, India, China, Korea, Vladivostok, and also between the Principal Ports in Japan.

For freight, passage and further information, please apply to:—

R. YAMAGUCHI, Manager, Union Building, 4 The Bund. Tel. Address: SHOSEN, SHANGHAI. Tel. 4047, 4234.

JAMES MAGILL & Co.

Carls delivered at any Address in Shanghai Furniture and Curios Packed for Shipment by Expert Packers SHIPPING AND FORWARDING AGENTS. Telephone 1848

CANADIAN PACIFIC OCEAN SERVICES LIMITED

QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver

In connection with the Canadian Pacific Railway

Empress of Asia Monteagle
Empress of Japan Empress of Russia

SHANGHAI to VANCOUVER

thence

CANADIAN PACIFIC RAILWAY

SHIPPING

N. Y. K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI.
(Subject to alteration.)

EUROPEAN LINE.			
For London or Liverpool via ports. (For Liverpool.)			
ATSUTA MARU	16,000	Aug. 21	
HIYACHI MARU	12,500	Aug. 31	
ITO MARU	12,500	Sept. 10	
FOR HONGKONG.			
SADO MARU	12,500	Aug. 15	
AMERICAN LINE.			
Via Pacific, calling at Hongkong, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.			
SADO MARU	12,500	Aug. 23, 1917	
SHIDZUKA MARU	12,500	Sept. 17	
INABA MARU	12,500	Oct. 13	
CHANGHAI-YOKOHAMA LINE. (Via Nagasaki, Moji and Kobe.)			
CHIKUGO MARU	5,500	Aug. 14	
YAWATA MARU	7,000	Aug. 19	
HAKUAI MARU	5,000	Aug. 21	
YAMASHIRO MARU	7,000	Aug. 25	
OMI MARU	7,000	Aug. 28	
CHANGHAI, KOBE AND OSAKA LINE (Via Moji.)			
KASUGA MARU	7,000	Aug. 16	
KUMANO MARU	9,500	Aug. 23	
FOR JAPAN.			
ITO MARU	12,500	Aug. 17	
AUSTRALIAN LINE.			
Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)			
AKI MARU	12,500	Aug. 14, 1917	
TANGO MARU	14,000	Sept. 18, 1917	
NIKKO MARU	10,000	Oct. 16	
CALCUTTA LINE.			
Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)			
BOMBAY LINE.			
Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)			
The Company also runs numerous steamers from Japan to India and Korean ports and Vladivostok, and also between the principal ports in Japan.			
For freight, passage and further information, apply to T. IZUKIYAMA, Manager, Nippon Yusen Kaisha. Tel. Address: Yosen, Shanghai. Tel. No. 3729.			

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)
000 - Midnight, 1330 - 130 p.m.

July 1st, 1917, and until further notice									
Peking-Mukden Line					Tientsin-Pukow Line				
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The station for the foreign concessions in Tientsin is "TIENTSIN-EAST".
Conventional Signs.
300 = train runs on Thursday only. 230 = train runs on Fridays only.
300 = on trains marked thus passengers must hold additional place tickets.
B = train has buffet car with regular meal service.
S = train has sleep. accomm. 1st & 2nd class. S = train has only 1st class sleep. accomm.
Application for sleeping accommodation at \$5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tainanfu, Hsuehchowfu or Pukow.
By Order.
THE TRAFFIC MANAGER.
Tientsin, July 1917.

Large Display Advertisements
intended for the Sunday issue of The China Press
should be sent in before 5 p.m. on Friday.

KERMIT ROOSEVELT JOINS BRITISH ARMY

Leaves Plattsburg To Accept A
Command In Mesopotamia
From Gen. Maude

Plattsburg, N. Y., July 10.—In fulfillment of his father's prophecy that all of his four sons would enter war service, Kermit Roosevelt left the reserve officers' training camp here last night to accept an offer to serve on the staff of General Maude, commander of the British forces in Mesopotamia.

Kermit will be the third son of Colonel Roosevelt who is now on active duty. Major Theodore Roosevelt, Jr., and his brother, Archie, who was commissioned a Second Lieutenant, left this training camp, where they were attached as reserve officers, on June 16 to sail for France for duty at General Pershing's headquarters. Colonel Roosevelt's youngest son, Quentin, is enlisted in the aviation corps at Mineola. Dr. Richard Derby, a son-in-law of the Colonel, is a Major in the Medical Officers' Reserve Corps.

Kermit Roosevelt was in the Fourth New York Infantry Company when he received a telegram yesterday notifying him of the opportunity to serve on the British staff in Mesopotamia. On completion of the company drill, late in the afternoon, he went to the camp commander's headquarters, and Colonel Wolf gave him his discharge.

Mr. and Mrs. Roosevelt left Plattsburg last night for Oyster Bay. While her husband is with General Maude's staff Mrs. Roosevelt will stay with her father, Ambassador Willard, in Spain. So far as is known, Kermit Roosevelt is the first student at the training camp not a reserve officer, who has left to go on active service.

Church Services

Holy Trinity Cathedral.—August 12.—Tenth Sunday after Trinity. 8 a.m. Shortened Matins and Holy Communion. Preacher—Rev. E. Thompson, B.D. 8 a.m. Holy Communion at Babbling Well Chapel. 11 a.m. Matins and Litany Hymns 207, 431. 6.30 p.m. Evensong. Hymns 242, 261. Preacher, Rev. A. J. S. Stearn, M.A.
Union Church.—Sunday August 12.—11 a.m. Preacher Rev. C. L. Boynton. Chant 23; Hymns 514, 42, 377, 552. 6 p.m. Preacher Rev. J. A. Heal. Chant 30; Hymns 533, 380, 550.
Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). The service will be conducted as follows:—Morning 11 a.m. by Rev. G. W. Gibb, M.A. Evening 8 p.m. by Rev. W. H. Warren.
Christian Science Society of Shanghai, Masonic Hall, The Bund. Sunday service, 11 a.m. Subject: "Spirit." Sunday School, 10 a.m. Wednesday evening, 8 p.m. Reading Room, No. 21 Nanking Road, Room 71, daily 10.30 to 12.30.
St. John's Pro-Cathedral, Jessfield, Evening Prayer in English at six o'clock.
Zion Tabernacle, corner of Helen Terrace and North Szechuen Road Extension. Preaching Service Sunday, August

Business and Official Notices

SPECIAL NOTICE TO MARINERS

No. 489.

China Sea

Shanghai District—Yangtze River.

Confucius Channel—North-Western Entrance

Shoal located—Intended alteration in buoyage.

Referring to Special Notice to Mariners No. 486, NOTICE is hereby given that the north-western entrance to the Confucius Channel, Yangtze River, has been resounded and a shoal located in the channel between Centaur Upper and the Acteon Shoal Upper Buys. The locality as at present buoyed has a least depth of 22 feet.

In consequence of these changes the following alterations in buoyage will be made on or about the 18th August, 1917:—

The Centaur Lower Buoy will be moved 7 cables N. 88° W. from its present position. Its characteristics will not be changed.

The Centaur Upper Buoy will be moved 7.7 cables N. 29° W. from its present position and its navigating colour changed from Red to Black. It will then be moored in 26 feet of water on the southern side of the channel and the northern edge of the shoal.

When these alterations have been made the least depth in the buoyed channel will be 30 feet.

All bearings given are magnetic and depths are those of Low Water of Spring Tides.

W. Ferd. Tyler,
Coast Inspector.

Coast Inspector Office,
Shanghai, 11th August, 1917.

When you think

of
China's Richest Province,
Think of Szechuen,
and you will also

Think of
WIDLER & CO.,
Chungking, West
China.

Born 1915—Still Existing

Fresh Butter.

"Daisy" Brand

The finest quality procurable. Always fresh, pure and delicious and always gives satisfaction.

"Meadow" Brand

An excellent Butter for the table or cooking.

TASMANIAN "I.X.L." JAMS & FRUITS

Finest quality—made from only the finest selected fruit and pure cane sugar.

TO BE OBTAINED OF ALL STOREKEEPERS.

Imported by

GEDDES & CO., LTD.

Tel. 346. 5 Peking Road.

ATLAS ASSURANCE CO., LTD.

With which is incorporated the
MANCHESTER ASSURANCE CO.

STATE ASSURANCE CO., LTD.

NOTICE

Notice is hereby given that we have this day voluntarily relinquished the agencies of the above-mentioned Companies.

J. P. BISSET & CO.

August 11th, 1917.

14755

NORTH CHINA INSURANCE COMPANY, LIMITED.

We have this day appointed Messrs. J. P. Bisset and Company Agents of this Company.

H. G. SIMMS,

11th August, 1917.

Secretary.

We have this day been appointed Fire Agents for the North China Insurance Company, Ltd.

J. P. BISSET AND CO.

11th August, 1917.

14756

Until the 31st August, 1917

We offer at wholesale prices:

3,000 yds. Linen and Cotton Sheetings in widths of 63-72-81-90-100 inches.

800 Bed-sheets for any size bed, plain and hemstitched.

1,750 yds. Damask Table cloth, any width, in 22 beautiful designs. Napkins to match.

100 Pure Irish Linen Table cloths and Napkins.

1,500 Bath and Face Towels, any size, in real "chic" and other makes.

500 Heavy Bath Mats, in leading shades.

H. G. HILL & CO.

119 Szechuen Road.
Phone 2240.

NOTICE

Examination and assessment of damages on cargo ex the S. S. HAZEL DOLLAR will be held on

Thursday, August 16th, 1917, at 10.30 o'clock a.m. at the Shanghai Hongkew Pootung Wharf.

THE ROBERT DOLLAR CO.

14730

Shanghai-Sumatra Tobacco Co., Limited.

SCRIP for the new issue of shares in the above-named Company are now ready and will be exchanged for Banker's Receipts at the office of the General Agents.

By Order of the Board of Directors,
GEORGE MCBAIN,
General Agents,
1 The Bund.

August 6, 1917.

14686

Have you tried our

"UPPER CRUST"

Rye Whiskey?

—THE WHISKEY—
—OF QUALITY—

Phone 2021

GARNER, QUELCH & CO.

WINE MERCHANTS

73 Szechuen Road

The Best Dentifrice for the Teeth

ODOL

Price \$1.00 per Bottle

CHYO & COMPANY

A 124 Szechuen Road.

A.14.

NOTICE OF REMOVAL

We have this day removed to 130-A Szechuen Road, next to the Y.M.C.A. Building.

All business will be transacted there.

LEE HING PRINTING CO.

Telephone 3736.

Shanghai, Aug. 3, 1917.

14655

The Kuling American School

The Kuling School will begin its second session on the 5th of Sept. The accommodations of the school have been enlarged and fifty pupils can now be comfortably cared for. Five new teachers of fine equipment and large experience have been added to the staff, and the school is prepared to teach all the Primary and Grammar School grades and the first year of the High School.

Fees are moderate. Special rates to Missionaries' children. British pupils welcomed and the effort made to meet their special needs. Great care given the physical welfare of the pupils. The splendid health of the pupils last session indicates that Kuling is an ideal location for a school.

All inquiries and applications should be addressed to Miss Janet Anthony, Bungalow 187, Kuling. Applications should be sent in immediately.

14730

NOTICE

Notice is hereby given that Messrs. P. Conedoch, Kerfoot Pan, K. Y. R. Pan, S. Tucqueton, and H. C. William, have left the employment of THE CHINA COAST STEAM NAVIGATION CO., LTD.

THE CHINA COAST STEAM NAVIGATION CO., LTD.

W. H. KEEBLE,

General Manager.

14736

ZUNG LEE & SONS, (W. Z. Lee & Sons, Est. 1895), BROADWAY, SHANGHAI

METALS AND HARDWARE

Contractors to Governments, Municipalities, Railways, Tramways, etc.

SPOT CARGO

SOLE LEATHER

SIDES, BENDS STRIPS.

Just Arrived per S.S. Venezuela

KNAPP & BAXTER, INC.

5th Floor, 6 Kiukiang Road.

Tel. No. 1860

Chinese Dept. No. 1625.

TYPEWRITERS

(Fully Guaranteed)



Underwoods
Remingtons
Royals
Oliviers
L. C. Smiths

\$90
to \$150

Selected Machines for Schools \$70 to \$90

THE OFFICE APPLIANCE CO.

Tel. 4778

4 Canton Rd., Shanghai.

Tel. 4778

POSITIONS ARE OPEN

Men with special training of the INTERNATIONAL CORRESPONDENCE SCHOOL are wanted immediately for following positions:

Construction Superintendent
Computer (Building Specifications & Estimates)

Inspector (Knowledge of Building Construction and Office Routine required)

Surveyor
Works Superintendent (Knowledge of Chemistry required)

Architectural Draftsman

Salesman
Expert Stenographer

Civil Engineering Draftsman
City Surveyor (Shanghai)

Advertising Man
Sign Painter

Illustrator
Accountant (Chinese)

Bookkeeper (Chinese)

Apply to China Agency,

INTERNATIONAL CORRESPONDENCE SCHOOLS, NANKING RD.

giving details as to training and experience.

The Shanghai Stonebreaking Works

SUPPLYING OF 1/2", 1" and 1 1/2" Chips and Sand from Hangchow Quarry Stone broken by Maraden Stonebreaker.

DEALING IN Ningpo Gravel and Sand, Granite, Clay, and other Aggregates for road and pavement making and Concrete Construction.

WORKS:

Sloowai, French
Concession, SHANGHAI.

SOLE AGENTS:

THE TUNGCHI TRANSPORTATION CO.

688-A: Tiendong Road, SHANGHAI.

14553

ANTIMONY REGULUS.

(99% pure)

ALWAYS IN STOCK.

Apply, HUPEH GOVERNMENT MINING BUREAU, WUCHANG.

Tel. address "HUPEHMINE"

1873

MUNICIPAL NOTIFICATION

No. 2457.

PUBLIC SCHOOL FOR GIRLS.

WESTERN DISTRICT BRANCH.

NOTICE is hereby given that the Council has assumed the control and administration of the educational establishment at No. 88 Avenue Road heretofore known as the Shanghai High School and Kindergarten, which, until further notice, will be considered as a Branch of the Public School for Girls.

The School will reopen on Thursday, September 13, at 9 a.m. for the reception of girls under 12 years of age and of boys under 9 years of age.

The Mistress-in-charge will be in attendance at the School on Monday, September 3, and Wednesday, September 12, from 9.30 a.m. to 11.30 a.m., to enrol pupils and answer inquiries.

The monthly fee is \$8, or for Kindergarten children \$5; for a family of two children a reduction of 20 per cent., and for one of three or more children a reduction of 33-1/3 per cent., will be made.

By Order,

E. S. BENBOW ROWE,

Assistant Secretary.

Council Room,
Shanghai, August 6, 1917.

14685

Steamers

for Purchase or Sale.

Only bona fide applications will be entertained.

C. A. MARTINHO MARQUES,

Ship Broker,

96 Szechuen Road.

Tel. No. 380.

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consular, syndicate, journalistic, commercial and official translation work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1-a Peking Road, or P.D., 159 Haining Road, opposite West End Lane.

Business and Official Notices are Continued on Page 15

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE

14-15 Quinsan Gardens

Comfortable rooms (Front and back, with bathrooms and verandah) to let. Moderate prices. Good table.

Tel. 3482.

1469

Nos. 8 & 11 Quinsan Gardens

Phone 1946

Cozy little rooms to let with all comforts for the summer. Kitchen and food personally supervised by the proprietress.

TO LET, in select boarding house near Bund, very desirable well-furnished double and single rooms, with good board and service. Cool airy flat, lift and 'phone. Reasonable terms. Apply to Box 418, THE CHINA PRESS.

14690

LARGE ROOM, sitting room, bedroom, bathroom and verandah; also single room and attics. Excellent table, service good. Terms moderate. 6 Quinsan Gardens.

14749 A.12.

FLAT, very superior, two large rooms, fan, netted in, modern bathroom, kitchen, garage, 113 Bubbaling Well Road. Apply by letter for particulars to Box 440, THE CHINA PRESS.

14749 A.12.

WESTERN DISTRICT. To let, at 61 Carter Road, exceptionally cool, superior furnished, large bed-sitting-rooms, facing south; large verandah, bathrooms attached; garden, tennis, telephone, tram station. Excellent cuisine. Terms moderate.

14732

CENTRAL DISTRICT: Vacant, in private British flat, comfortably furnished room, bathroom attached. No board. Breakfast supplied if desired. Cool and quiet. Elevator, etc., Moderate terms. Apply to Box 436, THE CHINA PRESS.

14741 A.14.

TO LET, unfurnished rooms or flat, with verandah, enamel baths, and kitchen if desired; near central, with tram stopping at the door. Apply to Box 433, THE CHINA PRESS.

14737 A.12.

TO LET, well-furnished room, suitable married couples or bachelors. Bathroom and balcony attached. Full board, at moderate terms. 12A Quinsan Gardens.

14735 A.12.

HOUSES TO LET

TO LET, 41 Rue Massenet. For full particulars apply to Wha Tung Co., 39, Kiangse Road. Tel. Central 2496.

14718 A.22.

TO LET, five-roomed house, small garden, two bathrooms, stable. Tls. 80 per month. China Realty Co., Ltd., 39 Nanking Road.

14624

Exchange and Mart

FOR SALE, Indian Motor-cycle, 1917, power plus, twin-cylinder, three-speed, cradle-spring model, with electric light, horn and accessories complete. Guaranteed absolutely new. Ex "Venezuela" Price Tls. 450. Apply to Box 437, THE CHINA PRESS.

14742 A.14.

IF you want extra keys made for your Yale Locks call at 39 Nanking Road.

14665

FOR SALE, one large American fire-proof office safe, 72" x 48" x 41", weight 3,540 lbs., with combination lock and double doors. Price reasonable. Apply to Box 378, THE CHINA PRESS.

14687

SITUATIONS WANTED

LADY STENOGRAPHER and typist desires extra work after office hours. Reliable and accurate. Apply to Box 442, THE CHINA PRESS.

14751 A.18

BRITISH subject thoroughly conversant with shipping and general work, seeks immediate position. Best of testimonials. Many years' experience; no objection to outport. Apply to Box 439, THE CHINA PRESS.

14748 A.16

SECRETARIAL POSITION required by expert lady stenographer: 6 years' experience in commercial correspondence. Apply to Box 422, THE CHINA PRESS.

14709 A.12

OFFICE MAN of experience, holding responsible position, wants extra work after office hours and lots of it; no work too complex to handle; no position too small to consider or accept, to either one of which I promise true devotion, and to him who favors me with his confidence, I shall be unremitting in my labours to compensate. Apply to Ally: THE CHINA PRESS.

14130

SITUATION VACANT

WANTED: Experienced stenotypist for local office. Apply to Box 431, THE CHINA PRESS.

14724 A.12

WANTED, an experienced printer, capable of taking charge of an old established printing office in the Straits Settlements. One with knowledge of the working of Linotype machines preferred. Good prospects to competent man. Apply, with references and stating age, nationality, and salary required, to Box 424, THE CHINA PRESS.

14713 A.15

WANTED, European dental surgeon has a vacancy for a pupil to learn dentistry. For particulars and premium required, apply to Box 410, THE CHINA PRESS.

14687 A.19

LOST

LOST last Sunday, Philippine Government cheque, Advise Box 434, THE CHINA PRESS.

14733 A.14

EDUCATION

WANTED: French lessons by German. Apply to Box 435, THE CHINA PRESS.

14740 A.14

EXPERIENCED LADY teacher gives lessons in Russian, French and music. New, easy methods. Apply 92, Range Road.

14698 A.9.12

WANTED, lady teacher for lessons on guitar. Apply to Box 417, THE CHINA PRESS.

14695 A.14

Why Big Brains So Often Come With Small Bodies

Dr. Woods Hutchinson
Points Out the New
Scientific Thought
That Greatness of
Mind Is Not at All in
Proportion to Size
and That "the Best
Goods"
Usually
DO
"Come in
Small
Packages"



BY PERMISSION OF BRAUN & CO.

"The Greatest Generals of History," Says Dr. Woods Hutchinson, "Alexander, Caesar, Attila, Napoleon—Were All Short and Almost Undersized." In Fritel's Wonderful Picture, "The Conquerors," the Great Little Men Are Shown by the Artist. At the Right Front is Alexander, Beside Him Napoleon, Caesar in Centre, Attila Close Behind Him, Genghis Khan Peeping Behind the Shoulder of

By Dr. Woods Hutchinson,
the Famous Physician-Author.

WE CANNOT help judging by appearances in spite of ourselves. The taller and more imposing a man the more we are inclined to turn him into a hero and credit him with strength and valor and prowess. All the descriptive adjectives that go with "tall" are complimentary—such as strapping, handsome, fine looking, soldierly, vigorous. Even the rotund Falstaff, waxing eloquent over his ragged company of ancients, describes them as "tall lads, proper fellows," and to this day the cracker a regiment, the higher its standard of height for enlistment.

So absolutely and implicitly is tallness expected to accompany greatness, to characterize the leader, that kings or great generals who happen to be below the average height will often take the greatest pains to remedy this defect and create a delusion of tallness by helmets, plumes or other towering headgear, or by always appearing and being photographed on horseback or in a carriage and even affecting unusually tall horses or high saddles, or having their seats in the carriages in which they drive through the streets set several inches above that of their driver or companions.

While to the man of real ability who happens to be short and undersized life is one continual series of self-assertions and explanations, even of apologies and humiliations, because he doesn't "look the part" and measure up physically to the standards imperiously demanded by his fame and reputation.

All this in spite of the indubitable fact that at least four-fifths, if not nine-tenths, of the world's work is done and always has been done by men well below anything approaching heroic stature, that is to say, under five feet seven; that at least five times as many geniuses and great men have been under five feet eight as have surpassed six feet; that the heroic nations of antiquity—the Greeks and the Romans—averaged barely five feet five, and few of their greatest heroes were over five feet seven. Even among warriors, where size would seem to be a real advantage, the greatest generals of history—Alexander, Caesar, Attila, Genghis Khan, Napoleon—were all short and almost undersized; the famous Hun scarcely more than a dwarf. While coming down to

the ranks, the finest all-around, tireless, ready-for-anything modern infantry, in the opinion of experts, the French and the Japanese run, one, half a head and the other a full head shorter than the Slav, Anglo-Saxon or Teutonic rivals for the honor.

But the most striking difference in favor of the short and stumpy is discovered when we study the extremes of nature, the huge giant on the one hand and the diminutive dwarf on the other. Tradition and history, of course, are all on the side of the giants.

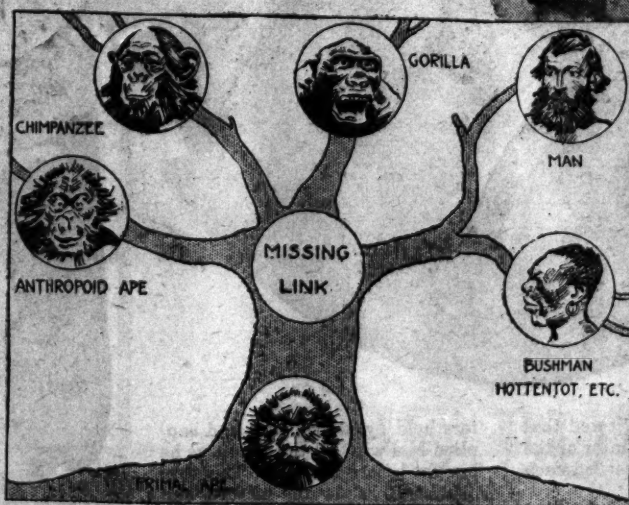
But tradition and history are about as totally unconnected with the facts in this instance as they usually are. The towering giant, in spite of his imposing appearance and stature, is little better than two and a half yards of physical defects, and in point of actual bodily strength, longevity, fertility, and mental ability, he is little better than a ten-year-old child blown up to the size of a Titan. As we have already seen, their average age at death is barely twenty-five, they seldom marry, and practically never have children, and their intelligence is usually about that of a child of eleven or twelve. No giant genius, that is to say, over six feet four, has ever yet been placed on record.

A totally different state of affairs confronts us at the opposite extreme. While there are no giant races anywhere in existence, there are whole races and peoples of dwarfs, that is to say, under five feet in average stature, who in vigor, endurance, longevity and fertility are not a whit below the average of the race, into a good old age.

Our devotion to truth and accuracy has compelled us to write down so many things discouraging and unflattering about the physical and mental make-up of giants that it is a pleasure to be able to clear their memory and reputation from historic aspersions and slanders from the moral and emotional side. Instead of being tyrannical, overbearing, quarrelsome creatures, loving to smell the blood of their enemies and "grind their bones to make them bread," as the nursery rhyme has it, they are peculiarly amiable, easy-going, good-hearted and rather indolent people. Scarcely any one in the circus has a word to say against them, except in the rare instances when they develop a taste for liquor and begin to throw the furniture and members of the troupe about.

In this respect they form a striking con-

trast to their "opposites" in point of stature—the dwarfs and midgets. These pocket-edition dynamos, though not as a rule actually bad-tempered or crabbed in disposition, have all the ginger and pepperyness and

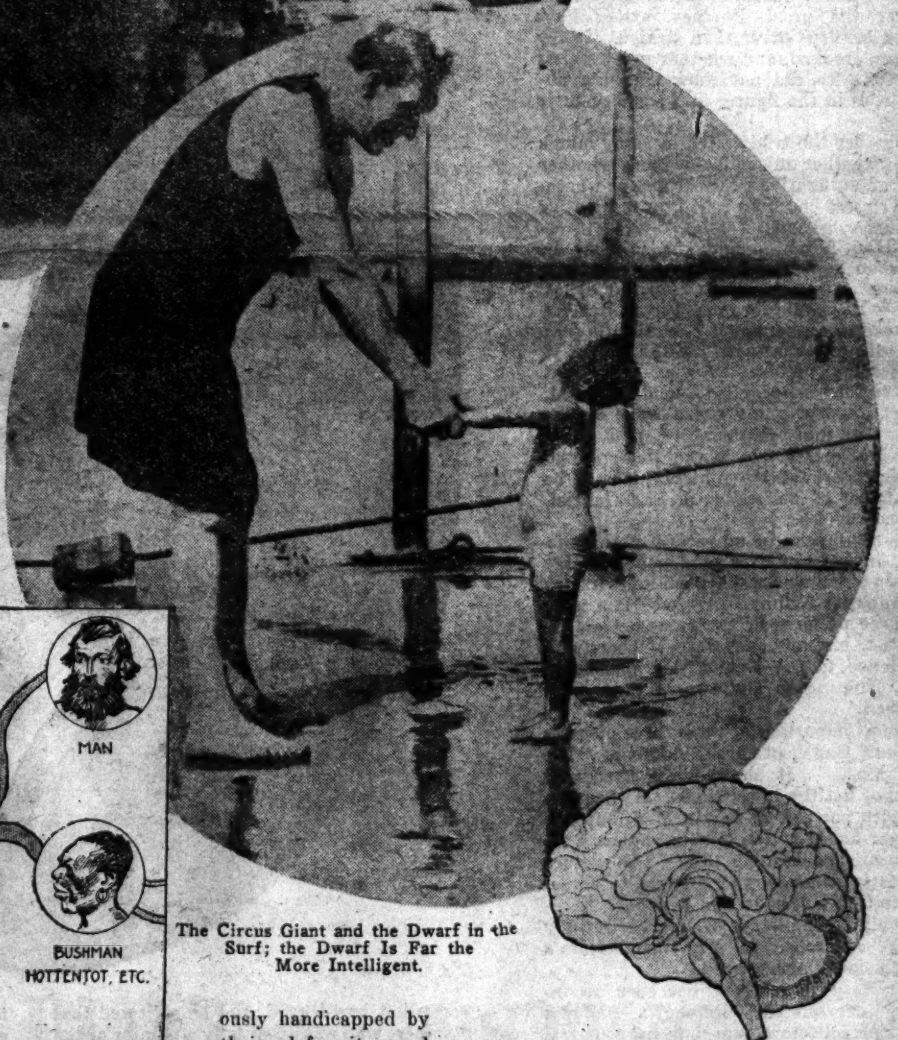


A Picture of Man's Family Tree. The Natural Tendency of the Human Race to Be Dwarfish Is Explained by the Fact That Man's Original Ancestor—the First Anthropoid—Came Down from the Trees and Walk Erect—Was Barely Four Feet or Four Feet Six in Height.

self-esteem of the average six-footer packed away in their diminutive bosoms. And any one who treats them with contempt or disrespect, let alone injustice or imposition, has got to look for squalls.

It is, of course, necessary when speaking of dwarfs to make a sharp distinction between the true or what might be called normal healthy dwarfs and the false or diseased dwarfs. By the latter is meant those unfortunate individuals who from disease in infancy in the bones of the legs, most commonly one of the forms of rickets, have their stature permanently and abnormally shortened, and the still larger class of so to speak artificial dwarfs, whose lowered stature is simply due to abrupt curvature and shortening of the spinal column, due usually to tubercular disease of the vertebrae.

Both of these classes of dwarfs, the bow-legs and the hunchbacks, while normal in point of intellect, and often, if they survive long enough, in fertility, are, as a rule, seri-



The Circus Giant and the Dwarf in the Surf; the Dwarf Is Far the More Intelligent.

ously handicapped by their deformity and many of them do not even reach adult life and very few middle age.

But the true or healthy and symmetrical dwarfs are, as a rule, vigorous, sturdy, wide-awake little people, quite as intelligent as the average of their family or class, usually live to a fair age, and are often quite successful in business and in the practical conduct of affairs.

Here is one of their most striking differences from giants; giantism is almost invariably a disease, the result of a diseased condition of a certain gland—the pituitary. Dwarfism, on the contrary, is at worst a mere arrest of development, and for the most part merely a so-to-speak smaller edition or pocket size of the normal condition. For instance, one frequently hears of whole opera troupes and theatrical companies composed entirely of dwarfs, who tour the country and give a really creditable entertainment. When you meet the tiny members of these Lilliputian troupes they chat with you intelligently, politely and like little men and women of the world.

For this there is a reason, or at least a

Diagram Showing the Location on the Brain of the Pituitary Body—the Black Dot—That Regulates Growth

probable explanation, in the fact that, while there was never a giant race or even a giant strain in our ancestry, so that giantism is something entirely new and abnormal, there is not only a strong dwarfish strain in our ancestry, but the probability is that the original ancestors of the human race, the first anthropoids to come down from the trees and walk erect, were dwarfs, short-legged, long-armed, rusty-haired creatures, barely four feet or four feet six in height. Certainly the anthropoid apes most closely related to us, the orang and the chimpanzee, are of dwarfish stature, the gorilla never came into our family tree at all, and the most primitive known races of humanity, the Akkas of the Congo, the Bushmen of South Africa, the Dyaks of Borneo, and the Negritos of the Andaman Islands, are all dwarfs, averaging about four feet six in height.

So that the dwarf can readily adjust himself to the conditions of existence, because he has had hundreds of thousands of years of experience, so to speak, while the giant is literally a mushroom growth.

How Mrs. Siddons' "Bow Legged" Portrait Saved Millionaire Huntington \$100,000

The Little Defect That Led to the Amusing Exposure of "Romney's Guaranteed Masterpiece" as Only the Work of an Obscure Artistic Mediocrity

HENRY E. HUNTINGTON, who has been called the greatest living art collector, has just recovered the \$100,000 he paid for an alleged portrait of "Mrs. Siddons and Her Sister," by George Romney.

Mr. Huntington got back his money on the ground that the picture was not by Romney. The case was tried in the English Court of King's Bench, Mr. Huntington having bought his picture in London from a well-known firm of art dealers in that city.

During the trial, noted artist and art connoisseurs from various parts of the world testified positively that the picture was by Romney, while others testified, with equal positiveness, that it was not. Counsel for the defense read a passage from a book on Romney by Humphry Ward, the noted art critic of the London Times, in which he pronounced, with infallible authoritativeness, that Mr. Huntington's picture was by Romney, and added that the suggestion that it was not originated with "some American scare journalist."

The case raised interesting discussions whether the beautiful Mrs. Siddons was bow-legged or knock-kneed, or had straight legs; whether the great Romney would have painted her legs other than straight if they had been crooked, and whether great artists in other cases did not show startling abnormalities in the figures and poses of their subjects.

Altogether the trial raised in many minds a doubt whether any collector knew whether he had an authentic picture or not, or whether any expert could be relied on to identify a long-deceased artist's style.

Mr. Huntington bought the Romney in 1912, when he was beginning to acquire a reputation as an art collector, rivaling that of the late Pierpont Morgan. The art dealers guaranteed its authenticity. Mr. Huntington gazed at his purchase with joy and pride. It is a pleasing picture, showing the great actress and her sister, Miss Kemble, in light, flowing drapery, going for a walk on the clouds. The multi-millionaire kept it for a time in his apartments in the Metropolitan Club, New York, and then he sent it on to be an ornament of his palace at San Gabriel, near Los Angeles.

There appears to be no record of this picture in any of the lives of Romney or the older lists of his works. The well-known book on Romney by Arthur B. Chamberlain mentions three pictures of the great actress by this artist, but not one of them bears any resemblance to the composition purchased by Mr. Huntington and two of them were unfinished.

The most important of these three pictures was a half length of Mrs. Siddons as "The Tragic Muse." It showed the head and hands, but not the lower limbs. He began a full length portrait of her in 1785, but this was never finished. His friend, Thomas Robinson, writes concerning this: "The picture was greatly admired, and thought to be superior to that by Sir Joshua Reynolds."

The only other picture of Mrs. Siddons by Romney, mentioned in Mr. Chamberlain's book is a sketch of her head.

For twenty years there has been an increasing demand for Romney's pictures among rich collectors, especially in America. Consequently, there is a powerful incentive to discover new ones. One remarkable instance of this kind is on record. About 1903 a London firm of art dealers bought from a workman for \$2.50 a grimy old portrait. It had come to him with the furniture of a saloon kept by his father.

At a sale the picture was then sold for \$1,750 to a picture resorer. After he had cleaned it up carefully it was proved to be George Romney's lost picture of Miss Anna Seward, a famous eighteenth century beauty and friend of Major Andre. This picture is now probably worth from \$50,000 to \$100,000.

Mr. Huntington was delighted to think that his Romney was also a lost treasure. It was true that he had not got such a bargain as the man who paid \$1,750 for his Romney, but he has plenty of money—and then he had the "guarantees." Judging by the prices paid for some Romneys by American collectors and considering the large size of the Mrs. Siddons portrait, it would be considered a bargain if genuine.

Some time in 1914 horrid doubts began to form in Mr. Huntington's mind concerning the genuineness of his treasure. Some of his associates say that doubt first arose when he noted that the beautiful Mrs. Siddons was

One of Romney's Paintings of Lady Hamilton as "Bacchante," Which Was Pointed to as Proof That the Famous Artist Represented a Woman with an Impossibly Contorted Neck. (And on the Right) Outline Sketch of Mrs. Siddons's Legs in Mr. Huntington's Picture, Separated from the Drapery.



somewhat bow-legged, and he reflected that Romney, who was essentially a painter of the beautiful, would not have represented such a defect.

At first Mr. Huntington had not troubled his head much about the intrinsic merits of the picture. He was fully satisfied with the guarantee from the old-established firm of art dealers. He was overjoyed at the opportunity of adding a large, imposing Romney to his growing collection of Old English masters. But when once suspicion had entered into his mind all kinds of doubts began to assail him.

Were these features really those of the greatest tragic actress on the British stage, a woman famed for her beauty? She did not seem quite beautiful enough. Her features did not very closely agree with those in the unquestioned portraits of Mrs. Siddons by Sir Joshua Reynolds and Gainsborough. Upon further consideration, the picture did appear rather weak and sketchy to be the work of a painter with such a strong, sure, correct style as Romney. Not only was there a suspicion of bow-legs about Mrs. Siddons, but one foot appeared too large and her sister's arm too short, according to ideal standards.

The art dealers who supplied "Mrs. Siddons and Her Sister" stated at one stage of the controversy that suspicion only started in Mr. Huntington's mind after he sent the picture to an exhibition of English old mas-

ters held by a firm that had supplied him with all the Romneys he bought before this one. This firm declined to show the picture, and cast doubt on its authenticity, and this, in the opinion of the dealers who sold the Mrs. Siddons picture, first engendered suspicion in the collector's mind.

Mr. Huntington himself gave this account of how his suspicions were aroused:

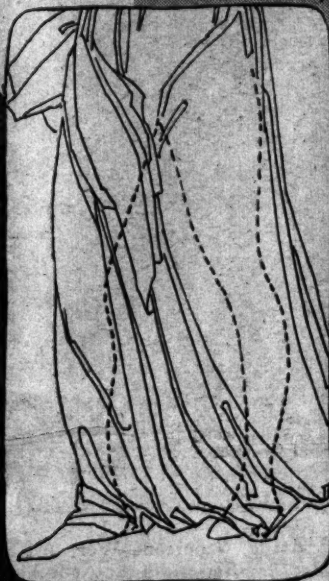
"It came about from a remark made by a friend who saw the picture. I do not recall his name now, but when he saw it he said: 'That doesn't look like a Romney to me.'"

"As a collector, I did not like to rest under the suspicion that I had been imposed on, so I took steps to investigate. Experts pronounced the picture not a Romney. I pursued the investigation with great thoroughness in England and found that it would have been impossible for Romney to have painted Mrs. Siddons at the time this picture was actually painted, because they were far away from one another both at this date and for a long time before and after it."

"Further search proved that it was painted by Ozias Humphry, who, was what may be termed a 'pretty painter,' rather in the style of Angelica Kauffmann, who lived about the same time. I am sorry it is not by Romney. It is a pleasing picture, worth perhaps \$10-



"Mrs. Siddons and Her Sister," Bought by Henry E. Huntington as a Masterpiece by George Romney, and Now Proved to Be the Work of an Obscure Artist. The Slight Bow-Leggedness of Mrs. Siddons (the Figure on the Left) Led to This Discovery.



Romney's Picture of His Own Wife, Referred to by Counsel for the Defence as Evidence That the Artist Sometimes Painted Women with Unnaturally Short Arms.

000, but has no place in a collection of Romneys, Gainsboroughs and the great English masters of the eighteenth century."

The lawsuit over the picture has dragged along for three years, owing to the inability of Mr. Huntington to go to England, and the question whether his testimony could be taken by commission.

The alleged Romney was an object of great interest in the English court. Hundreds of eyes searched for its alleged defects. Counsel for Mr. Huntington, pointing to the picture, fiercely asserted that it could not be a Romney, because it showed Mrs. Siddons bow-legged, and a portrait painter of his distinction would not have depicted a lady with such an ungraceful peculiarity.

"Can you imagine," asked the learned counsel, "an artist like Romney, famed above all others of his day for painting graceful human figures, representing a woman like the beautiful Mrs. Siddons with bandy legs?"

her beauty and grace and dignity of carriage were largely responsible for her fame. To suppose that the most expensive portrait painter of the day would give her this defect is preposterous."

Counsel for the defense retorted by saying that Romney painted the beautiful Lady Hamilton with her neck twisted in an utterly impossible and inhuman manner; that he painted Lady de la Pole with an outstretched arm only half long enough, and that he painted his own wife equally out of proportion.

The doubtful picture was displayed in court, along with four unquestioned Romneys.

Sir Luke Fildes, the distinguished Royal Academician, painter of the King's and Queen's portraits, of "The Village Wedding" and other works of art, was one of the many expert witnesses called. He testified that he did not know whether Mrs. Siddons was bow-legged or knock-kneed, but he did not believe the picture was by Romney. The witness asserted that it had not Romney's "faithful, virile style." It was a weak picture, in this witness's opinion.

Sir Edward Poynter, former president of the Royal Academy, and the Hon. John Collier, both noted English artists, testified that in their opinion the painting was not by Romney.

Sir Walter Armstrong, formerly director of the National Gallery of Ireland and author of a biography of Romney, said he had never read that Mrs. Siddons sat for the artist in 1776, the date of this picture. This distinguished authority, questioned by counsel for Mr. Huntington, said he did not know whether Mrs. Siddons was bow-legged or not.

The end of the trial came as a sudden surprise. The defendants abandoned their case without letting it go to the jury, and announced that they had found, from independent investigation, that the picture was not by Romney, but by Ozias Humphry.

They stated that they had found a photograph of the original sketch of the picture signed "O. H.," the initials of Ozias Humphry.

Humphry was a close friend and companion of Romney, and was also known to Sir Joshua Reynolds. Although he did not stand as high as these two leading men of their age, he was a successful artist.

The defeated art dealers paid back Mr. Huntington his \$100,000, and also paid the legal costs of the suit, which are estimated to amount to \$50,000. Finally, they took away Ozias Humphry's masterpiece of bow-legged beauty.

Automobiles

SHANGHAI, SUNDAY, AUGUST 12, 1917

LIQUOR TO BLAME FOR MOST AUTO ACCIDENTS

Important That Intoxicated Drivers Be Punished, Says New York State Official

The exhilarating effects of motor speeding, whether due to alcoholic stimulants or otherwise, disposes certain motor car drivers to assume risks that they would avoid at other times, and it is this unsteadiness that makes motorists unable to control their machines as promptly and efficiently as they should, says Francis M. Hugo, secretary of state of New York.

This practice seems to cause loss of a sense of proportion which under different circumstances would ordinarily enable persons to weigh their rights against others, and it is this point of view, so inordinately acquired, that makes the problem more difficult to solve, because certain motorists continue to sympathize with this more or less reprehensible offender, whom they should be first to condemn and whom they should make vigorous efforts to eliminate.

Of course, it would be almost impossible to enforce a law prohibiting motor car drivers from using intoxicating liquors before or during a drive, unless their disobedience caused serious accident. As a matter of fact, most accidents are not due to evil intention—"joy riders" generally mean no harm—but they are caused by the effects of over-indulgence on the part of the driver. Even a moderate quantity of alcohol will quicken his senses and affect, perhaps only slightly, the coordination of his brain and muscles.

In the first place such a motorist takes greater risks than he would otherwise; secondly, he cannot control his muscles as promptly and accurately as before. Consequently, a large number of accidents occur on what are virtually "intoxicated joy rides," whether they are recognized under that name or not.

It is therefore, of first importance that intoxicated motor car drivers should be punished severely for every one knows that the conditions on the highways, especially in city thoroughfares, are most dangerous. Millions of people annually entrust their lives to the care and skill of drivers, and if the latter fall in their duty, accidents will follow accidents and people will be injured and killed.

Packard's Unique Sales Campaign

St. Louis, Omaha, Youngstown, Ohio, and Phoenix, Ariz. won the "Lincoln Highway Sweepstakes," the national carriage sales contest of the Packard Motor Car Company, according to announcement made by Henry Lansdale, carriage sales manager.

The contest was started February 22, and was an unequalled success. The cities of the United States having Packard dealerships or branches were divided into four sections. Division "A" comprised the largest cities. St. Louis won with 115 per cent of her quota sold. The St. Louis territory is controlled by the Packard-Missouri Motor Company, of which W. J. Parrish is President. Kansas City is included in this territory. Detroit was second with 103 per cent of quota; Cleveland was third with 102 per cent; Philadelphia was fourth with 100%.

The Orr Motor Sales Company of Omaha sold 200 per cent of quota. The next four in division "B" are as follows: Washington, 147; Seattle, 144; Indianapolis, 127; Atlanta, 113. In Division "C," H. S. Thorne of Youngstown, sold 300 per cent of his quota. San Antonio was second with 175; Montreal, third, 150; Denver, fourth, 128; Louisville, fifth, 125.

In Division "D" McArthur Brothers of Phoenix, made the highest mark of the entire contest, with 350 per cent of their quota sold. Fort Wayne was second with 266; Texarkana, third, 233; Saginaw, Mich., fourth, 150; Altoona, Pa., and Elmira, N. Y. tied for fifth place with 133 each.

Trophies for individual salesmanship did not go to the cities with the highest collective showings. The master salesmen, with their sales scores are as follows: Division A, E. J. Peterson, Cleveland, sold 48 cars; F. C. Sibbald, Cleveland, 30; C. E. Holzkamp, New York, 27.

Division B—A. S. Blair, Baltimore, 21; H. C. Berg, Seattle, 19; D. H. Luttrell, Washington, 19.

Division C—E. W. Travis, Youngstown, 23; R. C. Lemm, Denver, 20; W. R. Hicks, Montreal, 11.

Division D—A. R. Dearborn, Phoenix, 13; M. D. Cubbage, Ft. Wayne, 8; B. N. Anthony, Texarkana, 7.

These salesmen will be honor guests of the Packard Company on its cruise aboard the steamship Noronic, starting Monday, June 18. Twenty other salesmen, the next highest in individual results, also will be guests of the company on the cruise.

'Usefulness Of Automobile Has Caused It To Be Ranked With Electricity, Railroad, Telephones'

By John N. Willys
(President of The Willys-Overland Company)

We give great credit to the influence of the railroads, the telephone, the telegraph, the wireless, electricity and other inventions of comparatively recent years, but there seems to be a class of people averse to giving the automobile its just deserts.

Starting out a luxury, a rich man's toy, the automobile has come to be an actual necessity, an essential part of our lives.

An automobile cannot in justice be called a pleasure car any longer; it is a vital, economic factor in the existing order of things.

Think of the businesses the motor car has built up. It has enlarged the delivery capacity of the corner grocery, the butcher shop and the bakery, not to mention that of the big department stores, so that today a store's activities are not confined to its immediate neighborhood.

Salesmen in all lines—matches, rubber goods, real estate, insurance—practically every field, whether wholesale or retail, have increased their efficiency and their salaries from 50 to 100 per cent by the use of motor cars.

The doctor now visits twice the number of patients and can go many times as speedily on emergency calls.

Pipe and police departments have rendered their equipment more efficient by motorizing them.

The farmer, too, has felt the influence of the automobile. A motor car brings his produce to town in fresher condition, enabling him to command a better price for a superior product.

It helps him make his trips to town more quickly, giving him more time in the field, and consequently greater and better crops, yet more leisure when his day's work is done.

Property values have increased four and five hundredfold. City and country have been brought closer together. Today the former city dweller resides in the country, several miles away from the city's grime and congestion, where an automobile enables him to enjoy

simultaneously the advantages of life in the city and in the country.

The health of the people has been benefited. Motor cars get people out into the open. Automobile rides are recommended by physicians for convalescents. Automobile tours, long or short, are now comparatively inexpensive ways to enjoy a holiday or an extended vacation.

The part of the motor car in the grim business of war must also be considered—a business which we must now confront fairly and squarely. Had it not been for the automobiles that the French government commandeered to rush its troops against the invading Germans, the battle of the Marne might have had a different outcome. Paris might have been taken and the entire complexion of the world war might have been changed.

Newspaper reports from the battle fronts tell us that motor transports have been an important factor in moving men and munitions from one point to another. More motor equipment may be a big factor in deciding this war.

More motor equipment in our business and in our homes is also going to increase the efficiency of those remaining at home. Now is the time when we must arrange to do double duty. We will have to take care of our own work and the work of our neighbor who has gone to the front. Motor cars are helping us do this. An automobile enables us to make twice as many people as before; it enables us to get to and from our work more quickly, giving us time to cultivate truck gardens and small farms either in our backyards or on small suburban lots that are not ready for building purposes. There are countless ways in which nearly every individual can use a car to advantage.

Practically every sphere in life, practically every existing condition has been touched by the influence of this industry, until today the motor car has come to play as big a part in our existence as the railroad, electricity, the telephone, the telegraph and the other wonderful inventions of our time.

Speeding A Bad Thing For The New Machine

Every owner of a new car has an opportunity of saving several hundred dollars, or throwing a similar amount away, during the first 500 or 1,000 miles he drives it. If you know the game you won't have to have the details, for you realize this statement is true—but if you're a beginner—well, if you're a beginner, it will pay you to read this twice, paste it in your hat, and tie a string around your finger to remind you of it daily. Here's the "secret."

Drive your car slowly, not to exceed twenty-five miles an hour—and better still, not to exceed twenty miles an hour—for the first 500 miles. After that you can safely increase the speed to twenty-five miles an hour for the next 500 miles. After you have driven it several thousand miles, you can open it up and know that you are not over-straining the engine.

A new car is stiff in all its "joints." The pistons fit the cylinders as snugly as the manufacturers dare to have them fit. The compression is good when you get your car, and you want to keep it good. There is plenty of oil in the crank case when you leave the sales room, and the pistons, when the car is driven slowly, are working up and down in the cylinders, shaving off rough edges that are so minute the human eye can not detect them. If you should inspect the cylinders you wouldn't see any "rough" edges, for the simple reason that they are so minute it requires a magnifying glass to detect them—but they're there, nevertheless.

Driving a new car at a rapid rate heats the engine. Heat expands—cold contracts. You learned all that years ago, but you had forgotten to apply the rule to your engine.

Now then, if you are heating the cylinders you are expanding them. When the engine cools off they contract. And if, at the end of 500

miles, in case you have been driving your car too fast, you discover creases on the cylinder walls by the pistons, and the compression has decreased until you have lost considerable power, don't blame the makers of the car. Blame yourself instead, for you alone should bear the blame.

However, it may be that the salesman who sold you the car failed to do his duty in warning you about fast driving. Some salesmen think only of commissions, and lost interest in you after you have signed the check. Ordinarily, however, the dealer sees to it that his salesmen take special pains to impress this important bit of advice on every buyer. Furthermore, the time is close at hand when every successful dealer will have an expert to hand out just such advice—a man who will get a buyer up in a corner, look him in the eye, and shake his fist at him, if necessary, while he delivers this advice:

"Don't drive faster than twenty miles an hour for the first 500 miles."

It doesn't make any difference what price car you buy, this rule holds good. If you want proof, ask any dealer who "knows." If you want further proof try out a car that has been broken in carefully. Try it on a steep hill, and then try it on a car that has been speeded up from the time it left the salesroom. The former will make the hill on-high, and do it easily. The latter will make it on second, or low. Or, if it does go up in high it will be an effort, and you will notice the absence of that smooth, yet powerful hum of the motor.

Also, and furthermore, the rest of your car will be benefited by a slow, careful breaking in. Tighten the bolts after the first few hundred miles, from the radiator to the tail light—on top, in the middle and underneath. Get the squeaks out. Keep the car clean. Give it the same careful attention you would give a car costing \$10,000 and your reward will be greater than you can imagine.

WOMEN TO DRIVE FOR WAR

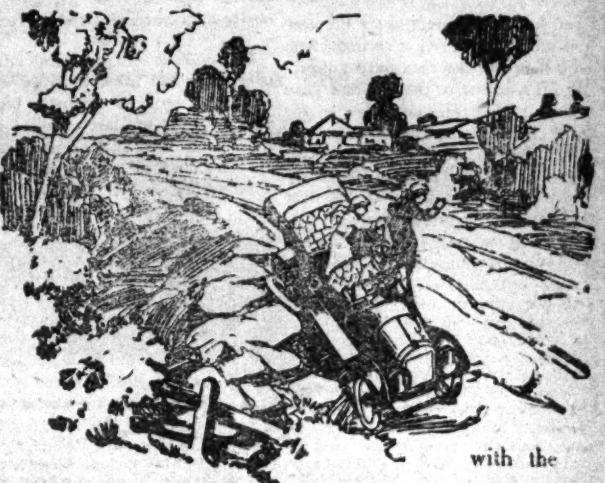
More than one hundred New York women, members of the National League for Women's Service, will soon be qualified to drive ambulances and other types of motor vehicles in the place of men drivers who may be drafted into active army service. The lessons include a course on the principle and construction of the automobile, so that the woman motor volunteer will be able to take care of her car and to repair it in time of emergency. The West Side Y. M. C. A. Automobile School, the Stewart Automobile School and the Atkinson Auto-

mobile School are training classes from the National League for Women's Service.

THE MOTOR ON THE FARM

An ingenious California farmer tells the readers of the Automobile Trade Journal how he pumped his farm dry after it had been flooded by a cloudburst. He jacked up a rear wheel of his automobile, rigged a connection between it and the pump handle, started his motor, and in three days had his farm dry. The car, he says, did work which would have kept a couple of men busy for about two weeks.

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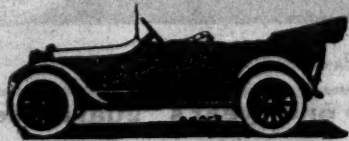
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The Running Gear Needs Attention Too

"It is surprising," says an expert, "how some owners will give every other part of their cars the most careful attention and then neglect the running gear. By running gear, I mean the brake actuating shafts, the front and rear wheel bearings, steering wheel connection, the springs and spring shackles.

"All the oil in the world in your crank case won't take care of those parts. They require care or your car rapidly shakes itself to pieces. All of these parts are exposed to the dust and mud of the road. A layer of oil and grease on them will keep grit from working in and destroying the delicately machined bushings which are not subject to adjustment, and must be entirely renewed as soon as they become even slightly worn. Yet attention will lengthen their life many times over.

"Proper lubrication of springs is particularly important. If water and moisture are allowed to creep in between the leaves of the springs, as it surely will do if they are not occasionally pried apart and lubricated with a heavy oil, these leaves rust together, forming what amounts to a solid piece with a consequent loss of spring action. All shocks are then transmitted directly to the engine of the car and have a very bad effect on the engine bearings, which soon show wear.

"The owner wonders why these require attention. He has religiously oiled and greased his engine. He has never allowed it to run hot and, yet, after a few months looseness has developed in the connecting rod bearings, or some similar trouble.

"A few minutes once or twice a week spent on the running gear of his car would have avoided all this, and instead of a badly rattling piece of machinery that he now has, he would possess a smoothly running machine that would be the envy of his fellow motorists. Most owners dislike to work about the running gear of their cars, because the work is so dirty and generally disagreeable. These should have this work done for them by their dealer or service station."

Auto Shows For Women

Up to recent years very few women drove their own motor cars, but the simplifying of the mechanism has opened a new realm to her and in these days the woman can drive her own car with keen enjoyment, with no worries in connection with starting, changing gears, or adjustment.

The Studebaker Corporation of Australasia, Ltd., realised that the motor car is destined in the near future to play an important part in the activities of the women of Sydney and that already their desires were becoming a very important factor in the sale of cars. In a special ten-days' show last August they gave particular attention to the women, making every effort to arouse their interest in motor cars in general and in Studebaker in particular. Some new Studebakers had just arrived, right in the middle of the so-called off-season, which heretofore had been regarded as the dull time of the year. It was a departure from all precedent to stage a show of any kind at this season.

The show was made a strictly social event, special letters and invitations being sent to wives of Studebaker owners and to all society women who might possibly be interested. The sales room was artistically decorated in white and green, with palms and wicker furniture, everything being designed to appeal especially to the women. Tea was served each afternoon.

In demonstrating the cars, particular emphasis was laid on all of the new features which appeal to women, such as the divided and adjustable front seats, the general comfort and convenience of the car, the ease of starting, operation, and control. It was shown how the left front seat could be turned around for picnic purposes or removed entirely to make room for luggage or perambulator, or to give room for sleeping on camping trips.

That this ladies' show was staged at the psychological moment is proved conclusively by the fact that at the conclusion of the ten days, seven sales had been made, two of them to women who otherwise might never have been interested.

Such a show could be staged with equal success anywhere in the world. It should be made, in every sense, a social event. The advantages of owning and driving a Studebaker can be suggested clearly to the woman without a word of selling talk. Labeled attendants should be on hand to extend the usual courtesies. Covered entrance ways will also emphasise the social side of such a show. Special engraved or well printed invitations should be issued with definite hours indicated, so that only those who move in the same social set will be in the show-room at the same time. The rooms should be appropriately decorated with flowers, or palms, and refreshments should be served according to social requirements or local custom.

Women all over the world are becoming more interested in the selection of the motor cars in which they ride and Studebaker dealers should impress them early with the realisation that the Studebaker is the ideal car for a woman—so luxurious and so distinctive that she will be proud to ride in it—so easy to control that it will give her the keenest pleasure to drive the car herself.

For The Feminine Motorist

Never in the history of the automobile industry has woman played such an important part as at present, and never has she had a greater opportunity to exercise her artistic and individual tastes in that line. Since correct grooming of motor cars no longer demands the regular somber hues of several years past, builders of motor cars are prepared to meet the particular fancy of each woman purchaser. Now millady can be just as precise in designing both the interior and exterior of her car as in designing her home. Her favorite color scheme is carried out in the painting of the car, and the upholstery is carefully selected, so that almost every motor carriage has become a betrayal of feminine individuality.

To add to the beauty of the present day cars, Victoria tops have come, seemingly as the last word in motor equipage. Being originally intended merely as a protection to those who occupied the rear seat, these tops extend just over that part of the car, giving very much the appearance of the aristocratic coaches of the days of our fathers and grandfathers, when stately thoroughbreds conveyed the severe high carriages over the road.

Dainty little silk curtains draped over the small glass windows in the sides and back of the new Victoria tops add just the last touch to make the car look cozy and "homey." These are fashioned to harmonise with the upholstery or are of some color which blends with the other interior designing the car.

It is really hard to decide whether the spring outfits for women were designed to be in perfect keeping with the popular amusement of the day, or whether the idea has worked out in the opposite way and woman have adopted motoring simply as a fad to carry out the suggestion of the suits and dresses which shops are showing this spring. Whether one may be termed "cause" and the other "effect" is not known, but is evidently true and certain that the two ideas have worked out together beautifully. "Sports" is the by-word which prevails in every department of women's apparel and with every garment that is purchased there must be an answer in the affirmative to the inquiry: "Will this be appropriate to wear when I drive my car?" One of the prettiest, daintiest and most serviceable costumes which the well-dressed woman will wear is a one piece frock of jersey cloth in one of the delightful new shades of spring. Plaids, numerous buttons and a loosening belt characterise the original model from which this is

patterned. Its popularity is due to the facts that it is cool, it does not wrinkle and it is distinctively new and smart.

New cloth Alpine shaped hats in plain colors and in the black and white plaids are being selected for Southern touring use. These hats go well with the new rainproof dust coats. Pettivain, they are called. The coats are of gabardine with plaid linings, cut in full top coat model.

Six nested drinking cups of aluminum in oval instead of the usual round shape are stowed away in a convenient leather carrying case. They form a handy addition to the traveling outfit.

Washable silk ties of Chinese silk are being taken up by men for touring use, as they are easily laundered. The regular ties show travel stains very quickly and are hopelessly spotted for use after once worn on a trip.

Among the popular new leather hats is the tan mushroom. Its trimming consists of only a strap and buckle at one side. Right from Paris comes the high crowned khaki helmet hat, piped with red or blue leather to match the visor. The hat is smart but rather trying to wear. Some have the cockade, while others have only the band and buckle. For touring with khaki suits to match the hats are likely to have their share of popularity.

Chintz coverings to protect the limousine cushions from summer dust are already appearing. The chintz having a light ground, with a large flowered pattern, is in favor with a number of period patterns.

With the chintz coverings there is a tendency to use the painted muslin, embroidered silkline or the stenciled linen curtains in the machine.

White chiffon veils with wide colored silk borders, white Shetland wool with Scotch plaid borders, two toned veils with ribbon borders, and white chiffon veils with black and white khaki kool borders are among the late offerings.

Chin straps or bridle toques in suede, leather or satin while not altogether new, are very good for touring wear or breezy days. The bridle holds the hat in place without pins, besides being quaintly becoming to the face if it is just the right width.

A scarf of satin, twelve inches wide and a yard and a half long, is black on one side and old blue on the other. At the ends are two flat rosettes,

three inches in diameter, made of chiffon roses in dainty colors. Gags may be had to match.

Hanshee cashmere shawl robes are excellent for early spring use, and they come in fascinating colors, the reverse side being a pale shade of the darker color. For instance, a purple robe has a lilac reverse, a brown a tan reverse, a navy a pale blue, and so on. The fringe at the ends is three inches long.

Cloth suits of early spring touring are being shown in light weight tweeds, mixtures and stripes. The models most popular are those with the military jackets and the adapted Norfolk Hercules braid and buttons or soutache braiding give the needed military touch to the jackets, while the skirts are rather full, but cut to fit snugly at the hips and are buttoned down the front, at each side or down the back. One suit of tan Innesbrouck is an adapted Norfolk with a single inverted pleat at the back and a wide double breasted front with two vertical breast pockets. The belt fastens with a buckle to match the buttons. The skirt buttons down the front and is a little longer than those worn during the winter.

Hats to wear with the suits come in the Alpine, mushroom or cap shapes, made of the same material as the suit if desired. Most women prefer the so-called sport hats of the soft hemp or Milan straw, silk, Pentine or satin. One of the prettiest is a new Chinese straw in the soft Alpine shape, trimmed with a tightly draped silk scarf. A strictly tailored hat is a black Milan straw with a slanting, snail shell crown, the brim faced with green silk rep. The only trimming is a tailored band of gros grain ribbon. An oddity is a ribbon hat made with two inch stripes in pastel shades, running from the edge of the wide brim to the center of the crown, where all are shirred under a button. The brim is faced with black, white or one of the shades of the stripes that is becoming.

New veils are scarce and novelties are not so plentiful as formerly. Perhaps the newest are the white chiffons with wide hemstitched hems above which there is a stenciled colored border in pastel shades, and there are several patterns to choose from. The same veil also comes with soft colored polka dots. These veils are particularly pretty with white sailors.

For southern use Japanese straw suitcases are very popular. They are very light in weight, finely woven and are lined with pretty chintzes that are so much used. The cases are also fitted with the simplest and lightest celluloid toilet articles that are to be had.

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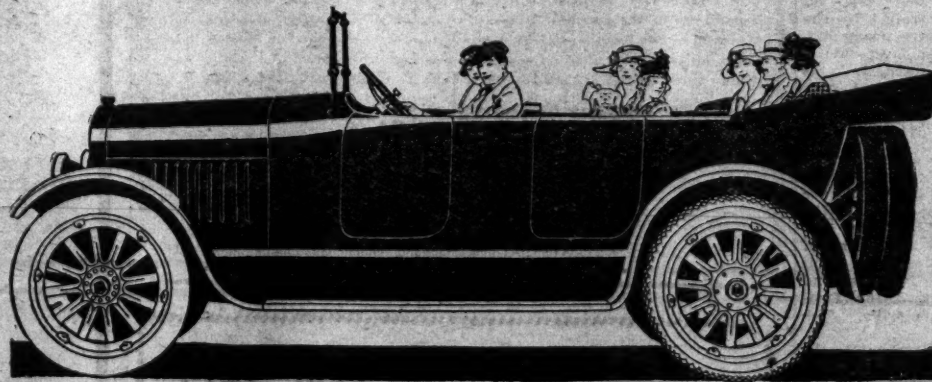
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THE FORD CAR AND THE SCOFFING NEWSPAPER EDITOR

Strenuous Three Hundred Mile Trip Through Deserts
And Mountains Makes Convert

C. N. Whittaker once edited a newspaper in Monrovia, California, which job, as everyone knows, entitles the holder to indulge in caustic references to persons, politics, and things in general. Where automobiles were concerned Mr. Whittaker's special victim was the Ford car. But, as has come to pass so many times, the scoffer has remained to praise and the reason for his change of heart is best related in his own story.

"I have ridiculed the Ford so much that I ought to be ashamed to look one in face, and I desire to make my apologies to it as complete as possible.

"The Ford is the king of autos and I stand before it in reverence, knowing by a most trying experience that it is true to the core. If I ever speak ill of it again, I invite any husky present to take me into the garden and make me eat worms.

"My change of heart came during a grueling trip I made recently with my daughter and her husband, Mr. and Mrs. T. H. M. Crampton, from our home in Baldwin Park, California, to Goodsprings, Nevada. Mr. Crampton is a mining engineer, and has a large assay office in Goodsprings.

"We left home one noon, to drive to Goodsprings, a distance of 306 miles, in a Ford. The first 125 miles, to Barstow, was over a state paved highway, and we arrived in the evening, in time for dinner, without a mishap. The machine clocked the miles off with hour-glass regularity; one might almost say it was abstemious in the use of gas, for its economy in this way is remarkable.

"Next morning we made a start for Goodsprings, 175 miles straight into the desert, via Silver Lake, the only spot of human habitation in the entire distance. There was just sand, lava rock, and here and there a forlorn desert tree, growing where nothing else can exist. No water—no rivers or creeks, nor even water-holes. Just a bleak, barren stretch with the sky-line and heaven's blue the only things to cheer.

"Our Ford hummed and purred along, over the sixty miles, loyal and true, up and down, over and around sand dunes and dead greasewood, and all it asked was an occasional drink from our canteen. It deserved champagne.

"I felt sure the distance from Silver Lake to Goodsprings would give the acid test to the Ford's staying qualities. The trail—it was not a road—was something fierce. About three o'clock, the sun dropped below the mountains and darkness was soon upon us. It was keenly cold, too. Mountain storms, wash-outs and the eternal winds had left

so many ditches and ruts that the speedometer often showed but five or six miles an hour.

"Our hopes then were in our Ford, and the machine purred on its way, never hesitating, unwavering, chucking into dust holes and grinding through ruts, nearly always in high.

"At ten that night we arrived in Goodsprings without a blowout or puncture, no broken parts, not a loose nut nor a bent rod, and plenty of gas to spare, after 306 miles of grueling travel over an unimaginable trail.

"Goodsprings is noted for two things—its zinc production, and having more Ford automobiles to the population than any other town in the United States. Most of the mine owners, bosses, promoters and speculators own large machines, but all of them own Fords. They are quite necessary for no other cars will stand the hard wear and tear of work in such a section.

"The Ford cars have displaced the burro, and in crossing mountain ranges they never failed. Sometimes in high, sometimes in low, they always seemed to deliver the goods. The Ford is the king of machines, and every mine operator on the Pacific Coast is its champion.

"Three days' rest at Goodsprings prepared us for the return trip, this time with two Fords instead of one.

"Only a few days before we had come out of a semi-tropical climate, where warm sunshine, flowers and green things made life worth living. Now we were out in a desert, hungry and cold, miles from a living soul. It was enough to put the fear of God into the most reckless spirit.

"Dog-tired and hungry clear to the bottom, almost blinded by sand and numbed with cold, we arrived in Barstow. Though it was midnight, a convenient lunchroom looked like a shambles before we had finished. Probably my daughter's thoughtful observance, 'Daddy, there are other days,' prevented disastrous consequences.

"We started the last lap of the trip next morning, in piercing cold. Coming down the Cajon Pass we could feel the air pregnant with electricity, and knew a terrific sand-storm was raging in the valley. The new paved highway would be full of huge sand drifts.

"Many heavy cars were stalled in the sand, and head-on collisions were common. Cutting off each shot clear and sharp, our Fords purred on their way, giving ample evidence of their superiority. We had arrived home safely from as grueling a 600-mile trip as was ever made by any automobile.

"My one regret is, that I do not own a car of my own, but I stand uncovered in its presence. All hail to the Ford!"

Changing Models With Calendar No Longer Popular With Owners

By Hugh Chalmers

On September 30, last, 1,500 distributors and dealers celebrated the first anniversary of the Chalmers Six-Thirty. This particular model had been on the market just a year. Over 25,000 of them were in the hands of pleased owners. Our dealers were satisfied with the car as a sales proposition. Why change?

Briefly, that is the attitude of the Chalmers Company, and I believe, also, of the majority of reputable concerns in the automobile industry, toward the policy of yearly change of models. To date, the history of the automobile business has been a constant struggle for perfection. We endeavored first of all to produce mechanical efficiency. When that was obtained in some degree our attention was next turned to beautifying the car's exterior. The process of refinement has gone on until there are practically no radical changes necessary in the present day automobile.

The disadvantages of changing models simply for the purpose of bringing out a new car each year are manifest even to the man with no knowledge of manufacturing. On the other hand a revolution in the attitude of the public toward certain types of motors, might necessitate an entire change in the maker's plans. I know of one big motor company whose sales head, some years ago, announced in a circular letter to the dealer organization, that his particular company would never build six-cylinder cars. But the public changed his mind for him. Inside of a year that concern was manufacturing sixes exclusively.

In deciding to eliminate yearly changes of model we are merely following the dictates of good business. Costly experimental work, expensive new dies and patterns, and other features attending the production of a new model will not be included in our overhead for the coming year. Instead, we offer the public a product of known worth with the testimonials of thousands of owners in our files to back up our own statements.

Yearly models were for a long time

considered a sales stimulus. Today this theory is known to be fallacious. I believe the buying public has been educated to the point where motor cars are purchased the same as any other legitimate article of merchandise. Styles in motor car bodies, like styles in millinery, may change with the seasons. But it is entirely possible to make adjustments of this kind in mid-season, without waiting for another year to roll around. In other words, we believe the automobile manufacturer will incorporate refinements from time to time without confusing the public with an interminable line of new models. This policy will result in twofold satisfaction. The car purchaser will know he is receiving the latest thing in cars, whether he buys in June or December. And the manufacturer will benefit because it will balance his selling season and enable him to turn out cars at an even pace throughout the 12 months of the year.

What A Good Car Should Do

A good automobile should be able to do the following things, according to the head of the engineering department of one of the large motor car manufacturers:

To run steadily and pleasantly on high gear at speeds from five to 30 miles an hour over smooth roads.

To carry them over the roughest roads as fast as they can ride with any degree of comfort.

To pull through the deep sand, mud or snow easily and without overheating.

To climb any ordinary hill where there are traveled roads on high.

To get away from a standstill about as quickly as their neighbors' cars.

To do all these things as cheaply as possible, and without skilled care and constant attention.

The Roamer Roams Down Peacock Alley

Those who have seen the exclusive importers' salons at New York or Chicago automobile shows may be interested in knowing that this pleasing and novel means of presenting cars de luxe to the de luxe public had a still more original development last fall in Chicago.

Some alert and creative mind in the organization which produces the Roamer, a European type of car and one of the smartest of the luxury cars, conceived the brilliant idea of introducing the Roamer to the best people of Chicago by leasing the most noteworthy room in their most exclusive hotel—something until then never attempted for any individual car.

They were successful in obtaining the Elizabethan Room in the Hotel Congress for the week of October 2-9, and thither Chicago's elite thronged to the tune of over 5,000 visitors. Many events during the week aided in making this exhibit truly unique in motor annals. As the first car ever driven down Peacock Alley, society's favorite promenade, reached its goal, a spectator made the first of the week's many requests for agency rights. It was the Cuban Consul at Montreal, anxious to secure the agency for Havana. But Havana was already given out.

Of the eight show cars, seven were sold off the floor, while the demonstrator car was bought by Miss Clara Joel, leading woman in "Common Clay." Agency rights were given out for Norway, Sweden, Denmark, India, Australia, New Zealand and Brazil. Although it was held largely for exhibition purposes, the exhibit more than paid for itself in sales made during the week.

Motors Now In Circus Use

"The Flying Squadron" of the United States Circus Corporation's "Miller-Dollar" Motorised Circus will be mounted on Willys-Knight cars, made by The Willys-Overland company of Toledo, Ohio. This decision has been made by Frank P. Spellman, president of the big circus corporation.

The first order placed by President Spellman with The Willys-Overland company represents 15 cars, placed with the Toledo company after he had closely studied the records of express and taxicab companies which are using the Willys-Knights. The purchase includes five 1200-pound delivery wagons, three big roadsters, and the remainder Willys-Knight Fours and Eights.

President Spellman will use two of the cars—one, a graceful touring Sedan, equipped especially for his exclusive use while on the road, and the other, will be fitted with a beautiful parade body and will head the motorised street parade each day.

With three exceptions the remaining cars will be utilised entirely by the advance advertising and press department, composing what President Spellman has designed as "The Flying Squadron."

Careful investigation of the merits of the motor units of the United States Circus Corporation's equipment was made in each case before an order was placed. Regarding the Willys-Overland product, President Spellman says: "We had many flattering offers from various companies to purchase their cars, but we finally picked the cars manufactured by The Willys-Overland company as best for our purpose because of the unusual record this type of motor has established throughout the country."

"Before making our decision, we talked to the heads of many big taxicab companies throughout the United States. All were unanimous in their praise of the 365-day-in-the-year service which their Willys-Knights were rendering."

"The motor that can stand the gaff under the strenuous demand made on it by taxi service is the type of motor that will serve us best in our travels across the country in all kinds of weather and over all sorts of roads, as we will have little time to waste to have carbon cleaned out of an engine, or to have valves re-ground or other adjustments made. Because of its construction need for this is entirely eliminated from the Knight motor."

The Revival Of Bicycle Racing

A sequel to the wonderful rehabilitation of the bicycle is the renewed interest manifested in six-day bicycling racing. During late years this form of sport has been more popular in the east than elsewhere, but that it has now crossed the country is indicated by the inauguration last Saturday night at San Francisco, of the first six-day race held there in 20 years. The enterprise is being conducted under the personal management of Frank E. Carroll, manager of the Goodyear Tire and Rubber company's San Francisco branch, and Pacific coast representative of the National Cycling Association.

Many of the star bicyclists who have ridden in the Boston, New York and Chicago six-day meets this winter are among the contenders, and the event promises to be one of the greatest bicycling racing tournaments held in this country for years. The sum of \$10,000 is to be distributed in prizes.

Battery Tips

Perhaps the greatest, most pertinent and pungent battery advice ever given car owners is that given by Little Ampere, the famous Willard battery advertising character. Among a lot of other things Little Ampere says:

"A good battery without service is like bread without yeast—it won't stand up. You get out what you put in, but what comes out does more work than you do putting it in."

"Touching on the necessity for intelligent handling and care he says: 'Good batteries respond to kindness and resent cruelty. Just like animals.'"

Another one that hits the mark is this: "Ignorance may be bliss, but it's mighty expensive bliss sometimes." In the same happy vein, 'A man's storage battery is something like his wife—performance depends upon attention received.'

A battery is like a gallon measure. You can't take out more than you put in. But if a reasonable amount of care is exercised in the maintenance of any good make of battery, you may be quite confident that you will receive the maximum amount of service in return, and as an additional reward for proper care you will be free of all the troubles and expense resulting from neglect.

Many things can happen to a battery, but in the majority of instances these troubles result from three or four causes, and they, in turn are the result of neglect, ignorance or abuse. A thirsty battery won't quit until it is ready to die and it will do that without giving you warning. Visit the service stations. The better makes of batteries maintain service stations where batteries are inspected and filled with water. An occasional visit to the service station may save your battery an enforced stay there.

All things have their faults, even batteries; but remember that faults can be cured before they become habits. Give your batteries a chance and treat them intelligently. If you have neither the time, inclination nor ability to care for your battery, let the service station expert do it for you. It pays.

Overland Man On Russian Commission

Serving on the special United States Diplomatic Mission, headed by Elihu Root which recently visited Petrograd, is Eugene Prince, former factory representative of Willys-Overland Inc. in Russia. Mr. Prince has severed his connections with the automobile industry to join the Diplomatic Mission.

The Acme of Comfort

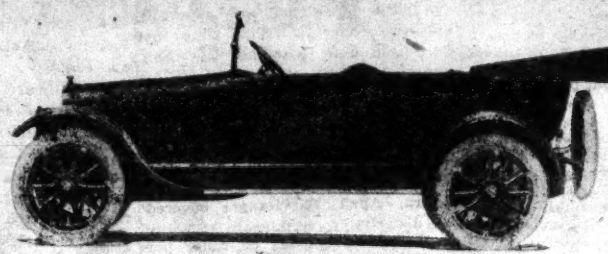
is provided in the **CHANDLER**
SIX Seven - Passenger Touring - Car.

To sink into the seat of the Chandler Six is to feel that one has at last reached the zenith of automobile comfort—that indeed there is nothing more to be desired.

And this impression is heightened as distance is travelled, because those who ride in the big Chandler Six ride in ease—true ease—and the owner is, perhaps most of all, at his ease, for he knows that though the car is amazingly handsome and comfortable, it does not cost for tyres or fuel so much as a high-grade "four" of two years ago—and he has twice the power at his command.

Let us take you for a ride in one.

A trial will convince you.



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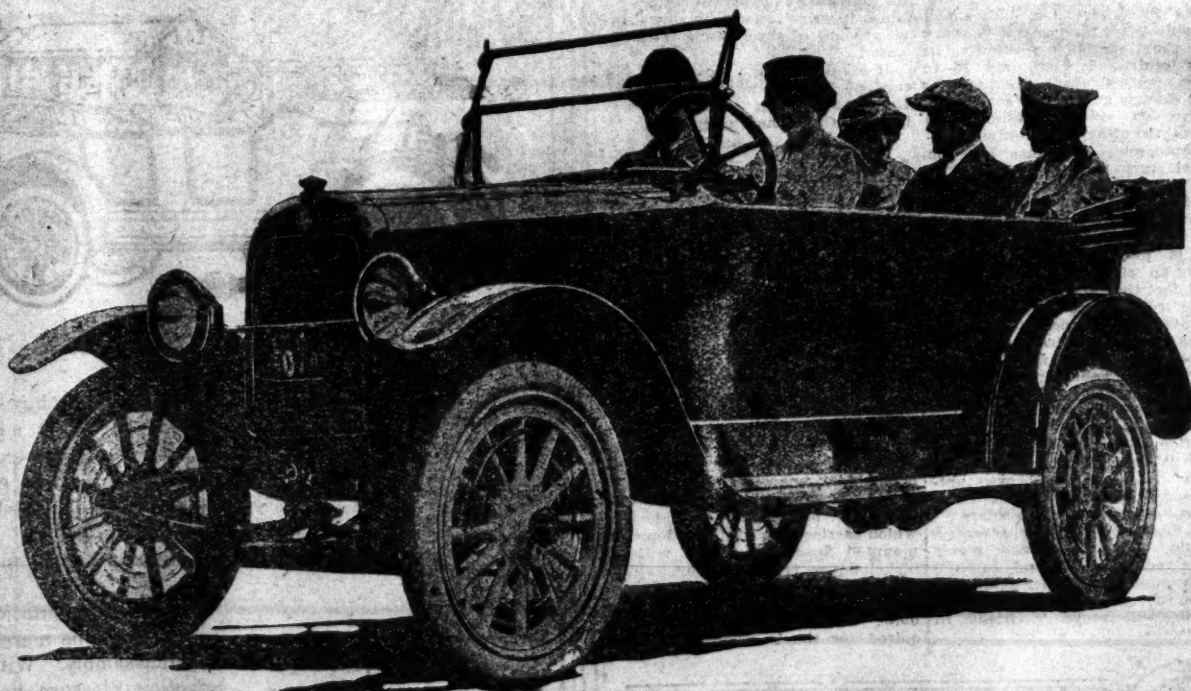
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NOT HARSH ENOUGH WITH DRUNKEN DRIVERS

A.A.A. Organ Indorses Punishment in New York Court

Regarding Magistrate House's way of dealing in the Traffic Court with persons found guilty of driving an automobile while in an intoxicated condition. The American Motorist, the official organ of the American Automobile Association, says:

"New York's decree that any person found guilty of driving an automobile while intoxicated will be sentenced to a year in the penitentiary and a fine of \$500, errs only on the side of leniency. It should be five years in the penitentiary and \$500 fine. A private corporation which would permit an irresponsible person of this class to operate dangerous machines, run a train, manage a boat, an elevator, or have charge of anything where he could endanger the lives of other people, would be guilty of criminal negligence."

"Under the 'safety first' policy of most large companies irresponsible individuals are being eliminated from important positions. For any one to permit such persons to drive an automobile is also criminal neglect, and those guilty of it should be severely punished. Automobiling has quite enough to answer for without being held responsible for the criminal acts of drunken drivers, whether chauffeurs or owners matters not."

The Electric And The Motorist's 'Bit'

Although it may not be necessary for the Government to commandeer the motor cars in this country, owing to the extensive output possible from its factories, the chauffeur and gasoline problems may arise as they have in England, says Mr. A. Jackson Marshall, secretary of the Electric Vehicle Section of the National Electric Light Association of New York. "The Federal Government is planning to use motor cars on a gigantic scale, which will necessitate an army of mechanics and chauffeurs in the field, and with draft bill in operation, hundreds of chauffeurs and mechanics will join the colors."

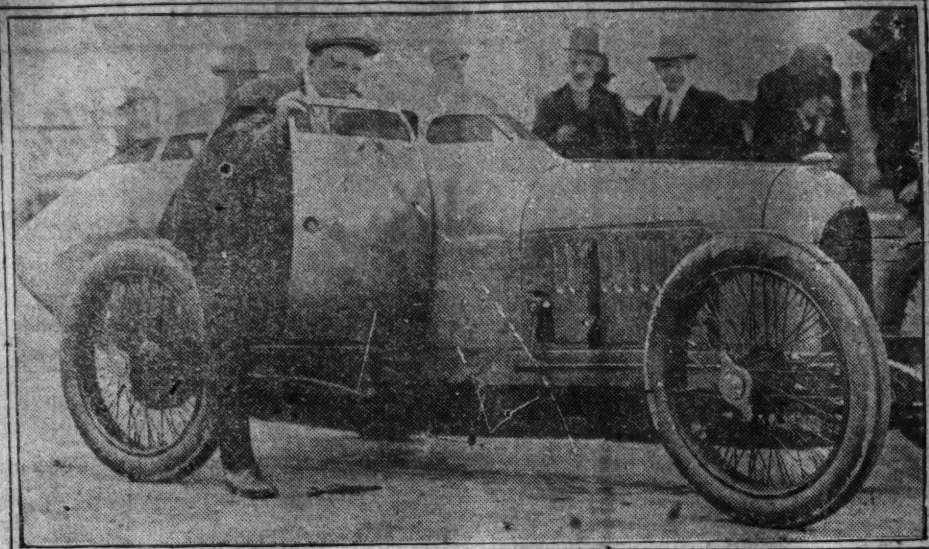
"The gasoline situation is such, due to the number of petroleum wells which have gone dry in the last few years, and the huge amount of fuel which is normally consumed, and that likely to be used by our new emergency marine and the Allied navies, that the price, already high, is likely to constantly increase, and may become well nigh prohibitive for private use."

"The modern electric automobile needs no expert mechanic, no driver, and its fuel—electricity—is not limited in quantity or quality. In fact, electricity is one, if not the only commodity that has not increased in price, even though coal, construction materials and labor are both dear and scarce. Thus the natural solution of these two problems seems to point toward the electric vehicle. The new way of charging an 'electric' can be readily done by anyone, and its simplicity of operation makes it available to any member of the family for driving."

"The 'electric' is not only most economical, but is adaptable to every duty about town or suburb. In many localities it costs only \$5 to \$7 per month to charge the batteries of an electric automobile sufficiently to give 700 miles of comfortable riding. Granting the average gasoline automobile consumes a gallon of fuel every 15 miles—the cost of gasoline at 25 cent per gallon would therefore be \$11.65. In addition the driver of the gas car must allow for lubricating and cylinder oil, a factor that is practically negligible in driving an 'electric.' It is an established fact that a great many automobile troubles are caused by the attempts of an inexperienced person to make petty adjustments in some part of the car. The working parts of the electric vehicle are so simple that they do not invite tampering, and it is rarely necessary so that the cost of upkeep is a small consideration. Tires have a longer life on the 'electric' due to its easy yet rapidly acceleration and even uniform speeds, devoid of jerks, which are most uncomfortable to riders."

"In these war times it seems a patriotic duty to release motor drivers and mechanics and to one's 'bit' to conserve the fuel supply of the country. From every angle the 'electric' will prove a friend in need."

Barney Oldfield's New Car Called 'The Egg'



BARNEY OLDFIELD'S NEW CAR.
The above photograph shows the new car designed for Barney Oldfield. It is called 'The Egg' and is expected to break all speed records.

Chevrolet Car Wins Honor in New Zealand Establishes New Record in Round Trip From Dunedin To Christchurch

Another record has been captured by the Chevrolet. This time the California built machine has won honors in New Zealand.

Word has just been received of a new motor car mark established by H. J. Ranger of Dunedin, New Zealand, in a round trip run from Christchurch to Dunedin and return, April 25. Ranger covered the distance of 492 miles in 15 hours 9 minutes, averaging 33 miles per hour.

The run was made under the auspices of the Dunedin and Christchurch Auto Associations and a condition of the run was that Ranger was to use his high gear only. In New Zealand all high gear tests are called top gear demonstrations and in making top gear runs, the car must be officially observed.

Ranger combined the top gear run with a speed demonstration and was required to remove all extra equipment and not carry as much as a wrench. In New Zealand a car must start and finish without any mechanical adjustments or repairs. Not only was the car sealed in high, but the gear set lever was removed so there would be no chance for an argument on the performance of the machine. The model used was a Chevrolet "Four-Ninety" that was shipped from the factory at Oakland last February.

The start was made at 2 a.m. and at 10 a.m. the car reached Dunedin, starting the return dash to Christchurch immediately in a dense fog. The course was through the hills near Oamaru which are favorites with the New Zealanders for high gear demonstrations. Several times it was necessary to slow down on account of sheep along the highway.

It is said that the most novel feature of the run was the fact that Ranger stopped at Otago on the way back to Christchurch for ten.

New Speedometer Is Big Success

In the opinion of the official of the Stewart-Warner Speedometer Corporation of Chicago, their new Stewart speedometer and instrument board for Ford cars is soon to be one of the most extensively sold Ford accessories ever turned out by the big concern. Already, it is said, the sales have reached higher proportions than the most optimistic of the officials anticipated.

The present Stewart speedometer and instrument board for Ford cars is of black enameled wood and it replaces the former board which was made of steel. The new board, which carries a Stewart speedometer mounted flush and set off with a nickel flange is installed by pulling the steering column down slightly and spring the board in place. No bolts, screws or brackets are required for the installation.

Auto Show Afloat On Great Lakes

The Northern Navigation Company's steamer Noronic, trim and gleaming from spring overhauling, sailed June 18 with 450 Packard factory men, dealers and salesmen and an exclusive Packard automobile show on board.

On the lower deck of the ship, there was an exhibit of the full line of Packard trucks and motor carriages. During the three days of the cruise, an organization convention was conducted. Twenty-five motor carriage salesmen from various parts of the country who made high selling marks in the Lincoln Highway Sweepstakes, and an equal number of star truck salesmen were guests of honor on the cruise. The Packard band and orchestra, 40 musicians, gave concerts aboard and at points where stops will be made. The Noronic sailed from Detroit to Mackinac Island, thence to Sault Ste. Marie, through the locks and a short distance into Lake Superior, then back to Detroit.

SPARK PLUG HINT

The porcelain of the spark plug will sometimes crack and permit a short circuit within the plug. This is often hard to detect unless the porcelain is removed and carefully cleaned. The slightest indication of a fracture is sufficient to condemn the porcelain.

How Gasoline Is Saved By The Cadillac Eight Device In Carburetor Automati- cally 'Leans' Mixture At Average Driving Speeds

In these days of high priced gasoline, it is interesting to note that there is incorporated in the carburetor of the Cadillac Eight a gasoline-saving device.

A leaning device, sometimes called a "gas-saver," is provided which may be adjusted to cause, for ordinary driving speeds, a mixture is not affected by the leaning device at the closed or nearly closed position of the throttle, or at the open or nearly open position.

The leaning device consists of a shutter, attached to the right hand end of the throttle shaft, which covers a slot in the carburetor body when the throttle is opened slightly, again uncovering the throttle is opened wide or nearly so. A hole is drilled through the carburetor body from the mixing chamber to the slot and another hole is drilled from the carburetor bowl to the slot.

When the slot is covered by the shutter a passage is formed from the mixing chamber to the carburetor bowl, resulting in less gasoline being fed through the spray nozzle. When the shutter uncovers the slot the partial vacuum in the mixing chamber has no effect on the atmospheric pressure in the carburetor bowl and the amount of gasoline fed through the spray nozzle is not affected.

Another advantage of the device is that it automatically provides the proper mixture at all times.

Motor Truck Advantages

"The experience of a Detroit manufacturer, who complained that it required two weeks to get a shipment of freight from an Indiana factory to his own, is a timely illustration of the advantages of owning a motor truck," says R. E. Chamberlain, truck sales manager of the Packard Motor Car Company.

"The records of the railroad showed that for eleven days the car was within a few miles of Detroit. The road was unable to get it into a yard near the manufacturer's plant because of the congestion of traffic. So, there, for eleven days it idled just outside the city limits after being only three days in transit."

"The consignee had two ways of solving this problem. One was to locate the car and send a motor truck out to it, or the other was to have the car consigned to some small town near Detroit, unload it there and bring the freight in by motor truck. This would have been an easy matter in view of the fact that a splendid system of good roads radiates from the city."

"Owners of Packard trucks and business men who hire them from cartage firms are saving thousands of dollars these days, through the prompt handling of traffic problems. It may cost a little to find freight cars and transfer their load to motor trucks, but the cost is a mere trifle compared with the necessity of getting material into factories."

"So acute has the situation become that motor trucks by their ability to haul big loads are the vital factor in keeping many places going. Fifty, one hundred and three hundred mile runs are mere commonplace in motor truck operation now. One company is operating a Packard in express service over a 1,600-mile route. Motor trucks are astonishing business men more and more every day."

GOODRICH TIRE RECORD

The most remarkable demonstration of endurance of Goodrich Everbar Safety Tread Tires was demonstrated by E. L. Hoffman when he broke the 24-hour motorcycle sidecar record, covering 963 miles on the 20 1/2 mile straight-away between Seelye and Mountain Springs in the Imperial Valley on July 9.

Despite the almost unbelievable heat of 150 degrees during the day, and which did not go below 90 at night, Hoffman changed but one rear tire during the entire 24-hour ride.

The phenomenal wearing qualities and heat resistance of the tires assisted Hoffman to a great extent in capturing this record.

Power Built In

Power of hold that makes your car travel safe and sure over rough and slippery roads. Power of resistance against wear that means economical, generous mileage. We urge you to try Firestone Tyres, because they are dependable—built for wear and tear on all roads, in any season.

Special FREE Service with Foreign Supervision.

SHANGHAI TYRE SERVICE STATION

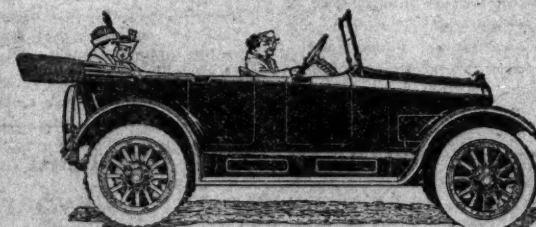
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Willys-Overland Motor Cars

Tls. 1,350

The Big Four Touring Car



A Great Development

The great Willys-Overland factories—a veritable industry in themselves—have played a leading part in the development of the motor car business.

Although it has existed only nine years, the Willys-Overland institution is now second in the world in point of motor car production.

The greatest and latest Willys-Overland development now offers to the world a comprehensive range of models built by one organization.

This is the most advanced step in the industry. It means greater economies; better motor cars at relatively lower prices.

This applies particularly to the Overland Big Four-cylinder touring car, finished in a rich brown, and to the Light Four touring car, finished in a beautiful gray.

Ride in one of these motor cars today. We will gladly arrange for a demonstration.

A WIDE RANGE OF MODELS

Big Four-Cylinder Overland	Light Six-Cylinder Overland
5-Passenger Touring Car	5-Passenger Touring Car
3-Passenger Roadster	3-Passenger Roadster
3-Passenger Touring Coupe	3-Passenger Touring Coupe
3-Passenger Touring Sedan	3-Passenger Touring Sedan
Willys-Knight Models	
Light Four-Cylinder Overland	7-Passenger, Four-Cylinder Touring Car
3-Passenger Roadster	4-Passenger, Four-Cylinder Coupe
4-Passenger "Country Club"	7-Passenger, Four-Cylinder Touring Sedan
	7-Passenger, Four-Cylinder Limousine
	7-Passenger, Eight-Cylinder Touring Car

THE CENTRAL GARAGE CO., LTD. SHANGHAI

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The Willys-Overland Company, Toledo, Ohio, U.S.A.
Manufacturers of Willys-Knight and Overland Motor Cars and Light Lorries

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16 H.P. Boat 3-1/2 inch Stroke 4-inch
8 H.P. Boat 3-1/2 inch Stroke 4-inch
4 H.P. Boat 3-1/2 inch Stroke 4-inch

Staunch, Sturdy, Dependable

2-Cycle—Working steadily all over the world for all purposes. Roberts Marine Standard Type 4-16 h.p. Slow speed, heavy duty type, 8 h.p. Roberts Famous Aeroplane and Racing Motors. We are open for dealers for this territory; will be glad to furnish specifications and terms.

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Reputation

When you buy an automobile what do you really buy?

Do you only buy the material and labor? Or do you buy what a car stands for in reputation, in achievement, in excellence of rank?

When you buy a car, you believe what the maker says of it. You buy material and labor plus reputation.

Reputation in motor car building is most important.

Without reputation, your metal, rubber and wood would be merely a highly polished mechanical assembly. With it, you are certain of satisfaction, pleasure, health, and efficient travel.

Chevrolet reputation is founded on complete satisfaction. We could not have grown without it.

PRICES

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THE STAR GARAGE COMPANY

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CHEVROLET

Motor Service Must Be On A Business-Like Basis

Service is a much abused word, says a Motor writer. The foundation for ill-feelings between customer, dealer and manufacturer. That portion of a business needing regulation, education, but which seems to make the less sound progress of any unit in the mammoth automobile business of today. Solution after solution has been made of the problem, in print, and in some cases plans have been put into practical execution with success. But the word service—its use and meaning will be further discussed, because of its importance and slowness to settle itself down to a working, profitable and agreeable basis.

Service in the automobile business as it has been generally understood is to get as much for as little financial remuneration as possible or without pay at all. In a good many respects the manufacturers and dealers are responsible for this condition. The manufacturer because he has not educated the public rightly on service, and the dealer because he has been too willing to ignore the few suggestions that have been made to him. Always eager to please, to make service an "asset" to his business, he has gone so far that he does not have the equilibrium to recover and change his service policies so that they will be not only profitable to him, but satisfactory to the customer and manufacturer.

Plan after plan has been given a trial, but the only solution to the service problem is the rigid enforcement of safe business methods—the kind that will keep the customer satisfied and at the same time allow the dealer to get the proper adjustments from the factory he represents and at least giving him remuneration for his labor.

The Automobile business today is only a safe business for the automobile merchandiser who can do it on solid business methods. It is better to forego the sale of a motor car to a customer than to tie one up that is going to give continual trouble. It is just as unsafe to have a "crank" customer on the books as it is for the automobile dealer to build a barrier between his business and his local banker by making undesirable and unprofitable second-hand trades. Invariably, if the dealer will keep a check, he will find that he had his greatest service troubles with the customers to whom he has given a large discount or a long trade on used cars. The sale of one automobile does not make any difference in the aggregate, but it can make a lot of mental and financial trouble during its life with a customer. There are automobile dealers in the United States today who would pay four or five hundred dollars more than they received for their product if they could take that automobile out of the hands of certain customers.

In analyzing the automobile service problem, no one ever stops to think that the owner is the main reason for service trouble and, that the dealer stands the gaff. An automobile dealer may have a large number of cars of the same model running in his territory and possibly

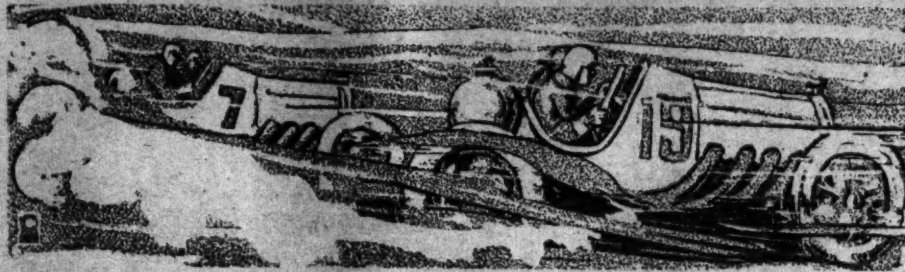
three or four are giving him trouble. It is not the car that is wholly to blame—it is more often the customer, who does not try to care for his car or knows how to drive it. Is it common sense to think that the automobile dealer should be made to stand expense of any deficiency, whatever it may be, on the part of the customer? Unless the service problem regulates itself, drastic rules must result. It is not the manufacturer who will lose, but the dealer—because it has become a common practice to make the automobile dealer the "goat." Therefore it behooves the dealer to take up the service problem and regulate it. The manufacturer will make good on defective material, but the manufacturer cannot be expected to make good claims that arise because of driving deficiency or non-attention to the car, claims which are not put up to him, but to the dealer.

One motor car company, in their determination to have a motor car that gives maximum service, went to a great deal of expense to prove the running efficiency of its product. For 14 days and nights with a stock model, under the sanction and supervision of the American Automobile association, an eight-cylinder car was driven for 10,850 miles on the Sheephead bay motor speedway and the highways of Long Island. It was not a tuned up car, but a stock model. The test was not conducted because of its spectacular achievement, but to prove to the engineers just what to expect in two weeks, which averaged two years of running. It was found that by giving nine minutes a week attention for fuel, oil, water and grease a car could be run for two years at a very small service expense.

The main trouble with owners today, no matter what automobile they own, is their non-attention to little details and failure to give it the proper amount of oil and grease. In other words, without giving it any specific attention they expect it to respond at all times, and, if anything does go wrong, demand free service for their mistakes. Railroad locomotives are given short runs, but they never go to the round house to rest until they have been given a thorough overhauling. An automobile is a piece of machinery and really needs as much attention. When summed up, this attention is small, but from Ford to Rolls-Royce, they all need a little grooming once in a while. A little work now and then will save the owner the loss on his machine and the dealer money. So educate your owners on this point.

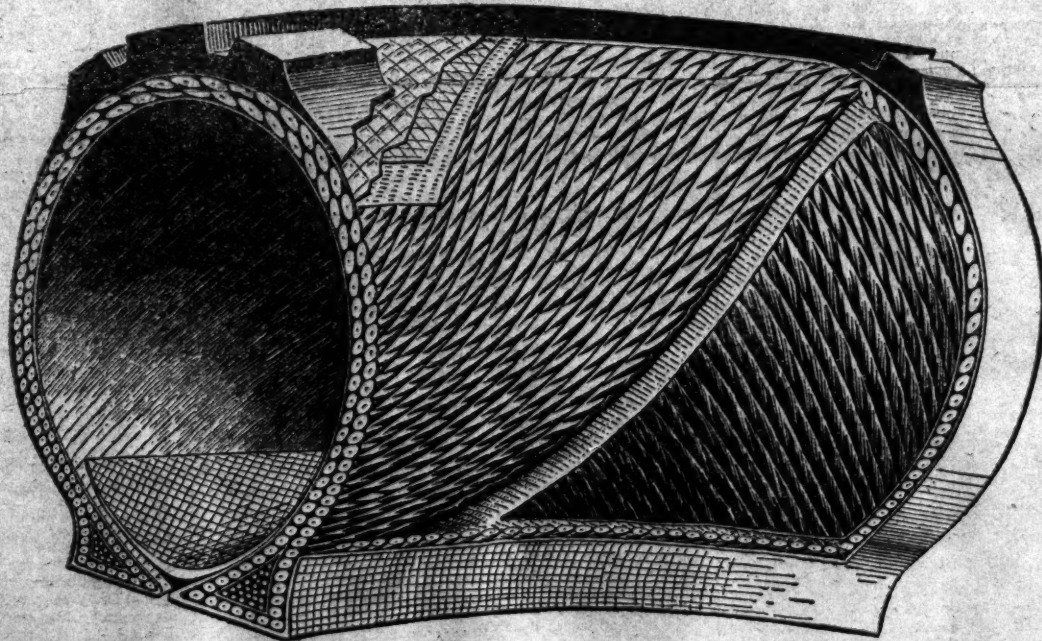
The dealer before selling an automobile should have a service plan and state plainly and specifically just what his service plan constitutes. He should use care when formulating his service agreement, be prepared to fulfill his agreement liberally and educate his customers by quiet firmness in turning down all unfair claims and bad trades. It will be money in his pocket if he early establishes the reputation that he cannot be bluffed into unbusiness-like deals.

The Trade has 400 Tyres The Speedway



But ONE

GOODRICH SILVERTOWN CORD TYRES



Ten Silvertown Cord X-cels

1. Increased engine power.
2. Smoother riding.
3. Fuel saving.
4. Speedier.
5. Coast farther.
6. Start quicker.
7. Easier to guide.
8. Give greater mileage.
9. More resistive against puncture.
10. Repaired easily and permanently.

Though rubber making has given birth to more than 400 brands of automobile tyres, the racing season of 1916 demonstrated that there is but one tyre with the resilience to produce the 100-mile-an-hour pace and the durability to stand the stress of that pace—SILVERTOWN—the original and only CABLE CORD tyre.

Driving solely on Silvertowns, Dario Resta won the National Racing Championship of the A. A. A., the only championship awarded to an automobile racing driver.

And SILVERTOWN equipped cars scored 15,582 points toward the trophy, to 7,176 by all Silvertown's competitors combined.

Know SILVERTOWN by its Red Double-Diamond trademark—the tyre you cannot afford to be without.

THE B. F. GOODRICH COMPANY, Akron, Ohio

Also maker of the famous fabric tyres—GOODRICH BLACK SAFETY TREADS

SILVERTOWNS MAKE ALL CARS HIGH-GRADE

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Dodge's Fine Yacht Now In War Service

Detroit's conception of what war means has been considerably broadened by the departure of the luxurious steam yacht Nokomis, owned by H. E. Dodge, motor car manufacturer, "for duty on the high seas in the service of the United States navy." Heretofore the Nokomis has been looked upon—and was—a pleasure palace afloat. Now she becomes an instrument of war—and the public mind begins to grasp the significance of the transformation.

The Nokomis, considered one of the finest yachts afloat, was offered the government shortly after America's declaration of war. Less than two weeks ago Mr. Dodge was notified of her acceptance, and preparations for the more serious business of fighting, as compared with the delights of smooth sailing on the lakes, began immediately. On May 16 she cleared from her coaling dock in Detroit, bound for the St. Lawrence river, the gulf and New York. At the latter port she was formally taken over by the government, although a naval officer was nominally in command from the moment she left Detroit. Exact plans for the future of the Nokomis are withheld by the government, but it is known that her name will be changed and that she will soon appear in full naval attire.

The departure of the vessel was signalled by a farewell reception given aboard her by Mr. Dodge for a few friends who had been his guests on frequent cruises. The Nokomis is a 308-ton yacht of steel construction, 130 feet over all and with an extreme breadth of 33.7 feet. She is equipped with triple expansion, four-cylinder engines and is easily capable of eighteen knots per

hour. She was built by the Robins dry dock, South Brooklyn, New York, and launched in December, 1912. Since June 4, 1914, when she made her first trial run, she has cruised 35,000 miles, which is said to be the yachting record for the great lakes during a period of his length. The value of the Nokomis is approximately \$250,000.

Willys-Knight To The Rescue

A Willys-Knight Four prevented a repetition of the Columbus, N. M. disaster at Clarkdale, Ariz., several days ago, according to reports from the border country.

Clarkdale and Jerome are two small copper mining camps located in the mountains, 70 miles from Prescott. Not long ago the Mexicans in that vicinity began massing for trouble. Before the Americans were able to realize the gravity of the situation, the Mexicans had bought up all the ammunition in the camp. All evidence pointed toward another massacre of Americans, when Thomas Taylor, superintendent of the United Verde Copper Company, in that district discovered the trend of affairs. He at once despatched his Willys-Knight four for Prescott to get ammunition and rifles, and after a trial which threatened to wreck the car at every turn, got back to Clarkdale with 2,000 rounds of ammunition and a number of rifles.

The shipment averted trouble in the nick of time, as the Mexicans had just formed for the attack when the news reached them that the ammunition and rifles had gotten through. The trip from Clarkdale to Prescott and return in the remarkable time of ten hours is considered phenomenal by those who know the road conditions.

Health, Beauty and the Household

If Beauty Must Stay in Town

By Mme. Lina Cavalieri,
The Most Famous Living Beauty.

For reasons of family, or business, or on account of the war, or because she cannot afford to do otherwise, the beauty must remain in town all Summer, she should resolve for her beauty's sake to banish her discontent.

Next to health the greatest aid to beauty is serenity of mind. Whatever befalls the beauty she cannot afford to worry about it. And if she cannot afford this expenditure of emotion, much less can the girl who is merely pretty, or the woman who is absolutely plain. Determine to make the best of your detention in the hot city.

Next consider what you can do to enhance your comfort, for as you contribute to your comfort, you contribute also to your health and beauty.

Wear clothing that is lighter in texture and in color than in Winter. There is a good scientific reason for the instinctive choice of light colored garments in the Summer. Light colors reflect the sun's rays. Dark colors absorb them. Therefore, the light colored garment not only looks cooler, but is cooler.

Have as little starch as possible in your laundered clothes. Starch prevents the air reaching the body and the exhalations of the body from passing into the outer air.

Wear your clothes a little looser in Summer than Winter, for constriction of any part of the body means higher temperature. Loosen your stays by an inch or so more, if you have formed the habit of wearing them tight. This will be a grateful release. If you have ever been foolish enough to wear tight stockings this is the time to change that unwise habit. Never wear tight shoes, but especially never in the Summer.

Don't wear a heavy hat at any time, but in the Summer it is particularly menacing. Have your hats trimmed with lightweight ribbon and flowers, so that there may be no drag upon the sensitive scalp, made more sensitive by Summer heat.

Comfort yourself by the thought that you will escape the danger of the extravagances of vacation, the too long walks, too much rowing, too great interest in golf and tennis or motoring. An unwise vacation as strenuously spent as the preceding months in town is worse than none. Such a vacation sets its stamp of faded hair, burnt skin, strained eyes and an unbecoming nervousness and irritability.

Working too hard at their pleasure the girls who have gone away for the Summer may come back in a more perturbed, unbecoming state than the one in which they left. Such vacations are failures, because their owners have not gotten right with the world by getting close to nature. They have taken their pleasures too seriously.

Better than an unwise vacation may be your forced remaining at home. Better a careful conservation of our vital forces, by routine than a bankruptcy of it by injudicious idling.

Making Housework Easier

By Mrs. Christine Frederick

The Distinguished Authority on Household Efficiency.

DO you think it better to buy in large or small quantities? I hear so much said on both sides!—MRS. K. N.

It all depends on whether the family is small or large, and the kind of storage facilities which you have. If the family is small and you live in a flat, it is much better to buy only in very small quantities just as needed, and which will not spoil. If your family is large and you have a cool place, or adequate place, it is far more economical to buy canned goods by the case and potatoes, onions, etc., in bulk. It never pays, however, to buy fresh goods in bulk if the storage facilities are not right, for then the loss by waste is greater than the saving by buying in quantity.

SEVERAL years ago I bought a rug for Summer use, which was made, they say, in Japan. It was not wool, but a kind of fiber. It was used as a porch rug and has worn so well. I have forgotten the name. Can you help me so I can get another?—MRS. E. K.

It is hard to tell without seeing your rug just what kind it is, but you probably refer to the type called Japanese Jute. This is one of the best wearing rugs for both outside and home use. It is made of the jute fibers colored, with a good backing, and does not brush off or fuzz. Many of these Oriental or fabric rugs are displacing the typical woolen carpet which is to-day so very expensive.

DO you think there is any economy in having a small portable oven in connection with an oil or gas stove, instead of using the regular size oven?—MRS. M. Y.

There certainly is, for the regular gas oven uses generally two rows of burners, each of which costs about three cents an hour to operate. On the other hand, the small oven can be placed over one burner which uses about one-half cent an hour. These small portable ovens are made of sheet iron and have a glass door to enable one to see the food as it is cooking. For further protection they can be wrapped in asbestos, thus keeping the heat in. They are especially valuable where children are present and where it is necessary to bake a small quantity of potatoes, etc., every day, where the waste in a large oven is excessive. They vary in price, depending on the size and heaviness of the metal.

WHAT is pin oatmeal?—MRS. D. H.

You probably refer to the whole grain of the oatmeal, called also Irish oatmeal. This is by far the best type of oatmeal, having all the best qualities of the grain and not rolled. It requires long, thorough soaking and should then have boiling water poured on it and be cooked slowly until it is creamy. Most of it comes from abroad, but the supply is still keeping up.

I HAVE so many newspaper clippings that I am always losing them or they get in such disorder that they do me little good. Have you any plan to keep such clippings straight?—DOROTHY A.

What you want is a series of large filing envelopes. They measure about eight by ten inches. They may open with a string or a snap, or be only a flat portfolio form. The idea is to write on the margin or upper left hand corner of the envelope the subject on which you want to gather clippings—"Garden" or "Labor Saving Devices," or "Club Programs," etc. Then put all the clippings that you have on this subject in this envelope. You can stand the envelopes upright on a desk or small shelf, or if you have very many it would pay to invest in a small filing cabinet specially made to hold such envelopes and which you have undoubtedly seen in libraries and many offices. When you want a clipping on a required subject you merely reach for the envelope on that subject and open it and see if you have such a clipping. This is far better than any scrap book or pasted-in method of keeping clippings.



"Hold the eye cup in this position for thirty seconds so that its soothing contents may completely wash the open eye."

Beauty Questions Answered

MY eyes are constantly irritated and inflamed with the dust particles from the street. What would you advise?—CONSUELO.

Probably your eyelashes are so long that they form a perfect dust trap, allowing no slightest speck of dust to escape. You should bathe your eyes twice a day with this soothing lotion:

Boric acid.....1/2 grains
Witch hazel.....1/2 ounce
Distilled water.....1/2 ounce

Apply with an eye cup, turning the eye cup upside down so that the open eye is completely washed by the contents of the cup. Hold the eye cup in this position for thirty seconds.

CAN you suggest a remedy for deep hollows beneath the eyes and redness at the outer corners?—G. C. G.

Those hollows beneath your eyes are an indication of some serious internal trouble. I should advise you to go to a good physician for his advice. Meantime, if you will bathe your eyes in boric acid and witch-hazel you will find that the redness and irritation will gradually disappear.

MY skin is very dark. Is there any safe way of whitening it?—MARY L.

This is an admirable preparation for bleaching the face and cannot injure the most delicate skin:

Glycerine.....1 ounce
Rosewater.....1 ounce
Carbolic acid.....10 drops
Tincture of benzoin.....10 drops

CAN the small capillaries in the cheeks which seem to be broken be returned to a normal condition?—MRS. C. W.

It is possible that your blood pressure is too high.

Try eliminating meat entirely from your diet and live chiefly on fruits and vegetables. Electrolysis in the hands of a reliable physician will also help. The effect is to break up and empty the little blood vessels that ramify in such an odd pattern and render the cheeks so unnaturally red.

MY legs and ankles are covered with superfluous flesh. How can I remove this?—KITTY L.

By exercising as often as you can in the open air. If possible, go to some place where you can walk uphill. You will find the fresh air, coupled with this climbing exercise, can do wonders to reduce this unnecessary fat. If this is not available, then try this exercise before your open window:

Assume an erect military position, then kick out with each foot alternately, at the same time bending the knee in such a way that the heel of the foot is drawn back as far as it will go. Do this at least twenty-five times a day and you will be delighted at the increasing shapeliness of your legs and ankles.

KINDLY advise if the mixture of henna leaves, rhubarb root, eau de Cologne and rosewater is good for hair that is turning gray, and tell me how it should be prepared.—C. R. M.

This preparation cannot harm the hair and is excellent for stimulating its growth and restoring it to a natural color. You should ask the advice of a reliable druggist concerning the best method to prepare it, because it is essential that it be mixed in the correct proportions. If this does not prove effective, then try the following, which has been used successfully many times:

Terebene.....1 dram
Sulphur.....1 dram
Borax.....1 dram
Lavender water.....2 ounces

Economical Menus for the Week

MONDAY Breakfast Cantaloupe Soft Boiled Eggs Toast Coffee Lunch Asparagus Salad Whole Wheat Bread and Nut Margarine Sandwiches Dinner Cold Roast Beef Potato Puff Beans Romaine Salad French Dressing Chocolate Blanc Manger	TUESDAY Breakfast Cherries Broiled Tomatoes Toast Coffee Lunch Corn Custard, Mexican Style Lettuce Salad Iced Tea Dinner Baked Ham Hominy Boulettes Spinach a la Creme Sliced Peaches Vanilla Wafers	WEDNESDAY Breakfast Spinach Omelet Toast Coffee Lunch Green Peppers Stuffed with Shrimp Brown Nut Bread Olives Stuffed Dates Dinner Smothered Chicken Swedish Style Buttered Beets Peach Tapioca	THURSDAY Breakfast Fruit Baked Bacon Muffins Coffee Lunch Vegetable Salad Bread Sticks Individual Baked Custards Dinner Chicken Soup, Lina Bessi Hollandaise Asparagus Shortcake Sliced Tomatoes Caramel Ice Cream Wafers
FRIDAY Breakfast Cereal, Top Milk Whole Wheat Toast Nut Margarine Coffee Lunch Tomatoes Baked with Nut Baking Powder Biscuits Iced Tea Dinner Baked Split Mackerel Riced Potatoes Stewed Tomatoes Cucumber Jelly Cherry Pudding Sterling Sauce	SATURDAY Breakfast Pineapple Favorite Toast (with egg and milk) Coffee Lunch Salmon Salad Lettuce and Cucumber Salad Rolls Cookies (Nut Oatmeal) Dinner Vegetable Ragout Pineapple and Cream Cheese Salad, French Dressing Small Chocolate Bread Puddings Marshmallow Sauce	SUNDAY Breakfast Cereal, Berries, Top Milk Toast Coffee Dinner Roast Rolled Steak (Bread Stuffing) Boiled Onions Creamed Cabbage Tomato and Lettuce Salad Peach Ice Cream Supper Lettuce and Sifted Egg Sandwiches Brown Bread and Butter Sandwiches Russian Tea	

The Doctor Says

By Brice Belden, M.D.
The Well-Known Physician and Writer.

WHAT do you think of the use of tobacco by those who suffer from bronchial asthma?—H. G.

Tobacco frequently relieves the attacks. In those unaccustomed to its use it is particularly efficacious.

Will you kindly publish a remedy for leukorrhea?—R. S.

Leukorrhea is dependent upon so many pelvic conditions that careful inquiry into the particular cause is necessary. You should consult your family physician.

CAN the scars remaining after a severe acne which has lasted for a good many years be gotten rid of?—M. W.

The scars resulting from this type of acne are permanent. In these destructive cases the X-ray limits deep extension, and consequently prevents or greatly lessens scarring, but, of course, such treatment would have to be invoked during the acute stage, and would have no effect after formation of the scars.

FOR many years I have been troubled with acne, but now that this condition is almost cured the pores are left enlarged. Is there any way of reducing the conspicuousness of these pores and smoothing the skin?—S. G.

A useful astringent lotion to use in such a case is a 1 per cent solution of aluminum acetate. Have your druggist prepare a solution of this strength and use it upon retiring.

DO you think that any benefit to my long-standing asthma would be permanent or temporary if I moved from the climate of Indiana to that of Montana? Do you think any of the advertised cures for asthma of any value?—C. E.

Change of climate, even though slight, usually proves of decided service. A dry atmosphere with a moderate elevation is best suited to the majority of cases. As to whether relief or cure would be permanent or temporary, that can be determined only by experience. If there is some local trouble in your nose causing the asthma, no relief at all may result from the change of climate. Local conditions which occasionally cause asthma are polyps, adenoids, sinus disease, abnormalities of the septum and rhinitis (inflammation of the mucous membrane of the nose). Then there are the cases due to peculiar sensitiveness to certain foods containing protein. Thus if the asthma is due to egg-protein it may happen in Montana just as well as in Indiana. Lastly, there are the cardiac and renal asthmas, in which affections of the heart or kidneys are at the bottom of the trouble. Removal to Montana would do no great good in all probability unless these troubles, supposing them to exist, were properly treated. Some of the advertised remedies relieve, but none of them cure.

MY sleep is restless and I always wake up with a bad taste in my mouth. I am also troubled with catarrh and find it very difficult to breathe properly. In addition I have pains in the back and sides and am unduly fatigued after the day's work. What do you think is my trouble?—W. A. S.

It is practically certain that all your symptoms are due to some form of nasal obstruction, most likely a deviated septum. You probably require an operation known as submucous resection of the septum. Have your nose examined and if the above condition is found to be present it should be corrected. Such an operation will give you relief and restore your health, since the pains and weakness are due to oxygen starvation. Mouth breathing leads to deficient oxidation, and upon proper oxidation depends the burning up of the waste products which are causing your pains and fatigue. It would be a mistake in such a case as yours to resort to palliative local treatment and tonics, which could not possibly cure your nasal defect. The operation mentioned is highly perfected and the results very successful. This operation is painless in performance and will not cause you much loss in time or physical comfort.

I AM suffering from psoriasis, which appears to be spreading over my entire body. It is interfering with my work. Age thirty and in the best of health. Surely there must be something that will cure this condition.—E. B.

Psoriasis is usually very resistant to treatment. Arsenic is of great value in many cases. It must be taken in increasing doses under the cautious guidance of a physician. Iodide of potash is sometimes recommended. Begin with a dose of one drop of a saturated solution half an hour before meals, in water; the next day take two drops three times; the next day three drops three times. Continue to increase the daily doses in this manner until you are taking ten drops at each dose. The increase must be gradual, else digestive disturbance and nasal irritation may occur, which are disagreeable, though harmless. Sometimes the dose is increased to twenty drops. Some cases clear up upon a diet in which meat in all forms and eggs are excluded. The X-ray has been successful in many obstinate cases. Locally the following ointment usually works well:

Oil of Cade.....2 drams
Benzoinated Lard.....1 ounce
Hard, thick crusts can be removed by the use of a 5 per cent ointment of salicylic acid.

GOOD TO EAT

HOMINY BOULETTES.

COOK one-half cup of hominy in two cups of boiled salted water about fifteen minutes, stirring constantly to keep from lumping. Then steam in double boiler for an hour. Cool and chill in ice box. Shape into small balls, egg and bread crumb and fry in deep fat.

CORN MOCK BISQUE SOUP.

SCALD four cups of milk in double boiler with one can of corn and a slice of onion. Make a paste of three tablespoonfuls flour and four tablespoonfuls of water and dilute with a little scalded mixture. Then turn into the scalded corn and milk, stirring constantly until smooth. Cook one-half can tomatoes ten minutes, then add one-fourth teaspoon soda and strain. Combine with first mixture and add seasonings. Then add butter, bit by bit, and serve immediately.

GREEN PEA ROAST.

SIFT three-fourths cup stale bread crumbs which have been thoroughly dried out. Drain one-half can peas, rinse with cold water, cover with cold water and cook five minutes. Then drain and press through strainer. Mix pea pulp with bread crumbs, add one-half tablespoonful sugar, one-half tablespoonful chopped English walnut meats, one slightly beaten egg, three-fourths teaspoonful salt, one-eighth teaspoonful paprika, four tablespoonfuls butter and three-fourths cup milk. Mix well. Turn into well-buttered pan and let stand a quarter of an hour. Then cover and bake in slow oven forty-five minutes.

Brant, of	4	1	2	1	0	0
Clifford, 2b	2	0	0	2	0	0
A. Lanning, 3b	3	0	1	3	1	1
Bristow, c, p	3	0	0	7	1	0
V. Lanning, lf	3	0	1	0	0	0
Wilton, 1b	3	0	0	5	0	1
Ollerdoorn, ss	1	0	0	2	3	3
Roberts, p, c	3	0	0	1	4	1

Totals.....25 1 4 21 11 5

By innings:.....0 1 2 3 4 5 6 7 8 9 10 11

Baseball Men.....0 1 2 3 4 5 6 7 8 9 10 11

Cricketers.....0 0 0 0 0 1 0 1 0 1 0 1

Home run—Holliday. Three-base

hits—Brant, Wilhoit. Two-base hit—

Wilhoit. Stolen bases—Bills, 4; Woods,

2; Wilhoit, 2; Holliday; Turner;

Davis; Bristow; V. Lanning; Ollerdoorn.

Struck out—by Roberts, 2; by

Bills, 2. Bases on balls—off Bills, 3;

off Bristow, 2; Wild pitches—Roberts,

Bills. Passed ball—Roberts. Hit by

pitcher—Porterfield. Double play—

Roberts-A. Lanning. Hits off Roberts,

5 in 5 innings.

Umpire—Logan and Leonard.

Blues 3

The first contest was a hotly

argued struggle between Reds and

Blues, which was tied up twice and

then won by the Blues by the margin

of one run, pushed over in the last

inning.

Hadley pitched not quite five

innings for the winners, allowing only

three scattered hits, and then made

way for Tinkham after the Reds

had scored two, tying the count.

Porterfield was hit five times, only

two coming together in one inning.

The first Blue tally came when

Bills missed a hard try for Holliday's

liner over short and Wilkins

failed to retrieve Bristow's hit to

center in the first inning. A light-

ning double-play, Bills to Clapp, on

Wilhoit's line drive, featured the

inning.

Tinkham led off the second with

a terrific clout along third base line

and past the Cricket Club and then

Woods, Bills and Sokall staged an-

other rapid double-out at the

expense of Crow and Ozerio. After

that it was one-two-three with both

sides until the fifth. Bills went

back of third to get one fly and over

past second to get another in the

third and Tinkham and Turner

negotiated the third double play of

the game in the fourth. Tink shoot-

ing Roberts' fly to second in time to

get Bills.

Sokall led off the fifth for the

Reds with a hit to left. Woods ran

for him and skidded around to third

when Davis let one get through him,

making a long slide to the sack.

Wilkins drew a walk and stole

second. Hadley took Correa's short

roller and shot the runner dead at

first after scaring the rest of the

runners back to their sacks. At

this point the sun began to get in

its work on the Judge and he lost

Porterfield's slap to the pitchers

box, following this with a wild heave

that let in Woods and Wilkins.

Blues came back with one in the

sixth and Reds tied it up again in

their half. Hits by Twoood and

Turner produced the winning score

in the last frame, the Reds being

helpless in their half.

The score:

Blues.....ab r h po a e

Holliday, ss.....4 0 0 1 1 1

Turner, 2b.....4 2 2 2 2 2

Bristow, c.....4 0 1 1 2 0

Wilhoit, 1b.....3 0 0 0 0 0

Tinkham, rf, cf, p.....3 1 1 2 2 0

Spencer-Ozerio, rf.....2 0 0 2 0 0

Crow, lf.....3 0 0 2 0 0

Twoood, lf.....2 1 1 0 0 0

Davis, c.....2 0 0 2 0 0

Hadley, p.....2 0 0 0 3 1

Totals.....29 4 5 21 10 4

By innings:.....1 1 0 0 1 1 1 1 1 1 1 1

Blues.....0 0 0 0 1 1 0 1 0 1 0 1

Reds.....0 0 0 0 1 1 0 1 0 1 0 1

Home run—Tinkham. Stolen bases

—Bills, 2; Tinkham; Twoood. Struck

out—by Porterfield, 2; by Tinkham, 1.

Double play—Bills-Clapp; Woods-

Bills-Sokall; Tinkham-Turner. Bases

on balls—off Porterfield, 1; off Hadley,

1. Passed ball—Davis. Hits off Hadley,

5 in 6 innings.

Umpire—Logan and Leonard.

HEAVYWEIGHT BOXERS A FAST FADING CLASS

Morris Is Last Ray Of Hope In The Bidding For Willard's Crown

Certain signs of the pugilistic times portend a meeting between Jess Willard and Carl Morris for the heavy-weight championship. These signs include the oft-repeated suggestion that Willard is going to "retire."

It is going to be a pretty hard matter to stir up interest in a championship match just at present, and yet if Morris does not get a crack at the big title within the next year or so his movements in the ring are apt to be impeded by his long white whiskers.

Morris is no youngster, and neither is Willard, for that matter. As the original white hope, the Oklahoma Omnibus has been before the public for some years now, and he was not a springer when he started. Willard's age is problematical. The statement in his record does not tally with the lines in his face.

Jess may be sincere enough in his desire to quit the ring without another battle, but he will try that one more time, anyway. They all do. You can count the real retirements of ring champions on the fingers of one hand.

Had Fred Fulton defeated Morris some time ago, it is quite likely that a championship contest would have been on the program long before this. Had Moran stopped Morris recently, it is probable that a match involving the Pittsburgher and the champion would now be in the making. Willard really dislikes Morris, and the fact that Morris is now the one man regarded by the public as having a chance against the big Kansan may serve to hurry the champion into retirement. Jess does not want to give Morris a shot at the title, and yet, if Jess quits without battling big Carl, it is Morris who would be conceded the crown as matters stand at present.

Fulton's New Chance
The situation is probably highly displeasing to Jess, but it can only be changed by his decisive defeat of Morris, or the sudden rise of a new heavy-weight star. Fred Fulton is matched to meet Sam Langford. It was a shrewd match for Fulton in some respects. If he is stopped by Langford, he is no worse off than he is at present. Should he succeed in stopping Langford, he is again a top liner, and the other heavyweights, who have consistently refused to take on the aged Thum, cannot refuse Fred consideration. Against Langford, Fulton has the chance that the great Bone Crusher has gone far back; not a particularly scintillating chance, it is true, but still a chance.

At his best, Sam could undoubtedly have beaten Fulton or Morris with ease. It is no cinch he could not have licked big Willard. His knowledge of fighting and his terrific punching ability might have offset Willard's size.

Now, however, Sam is undoubtedly on the decline. Fulton may beat him with surprising ease, or get stopped in a punch. In either case, the Rochester plasterer is entitled to some credit for seeing the chance if he goes through with it.

The Uncouth Morris

Carl Morris is the most uncouth fighter, in point of style, who ever gained any considerable recognition as a championship possibility.

A long fight between Morris and Willard would be a painful thing to witness, and yet any one who has

seen the big, lumbering Oklahoman in action must admit that he has a chance to beat the champion.

He has the chance of wearing Willard down by the quite simple expedient of hanging all his weight on Jess for some hours, which is Carl's system of fighting. He punches a little, but not much. His long and heavy suit is laying on the other fellow.

An old-time follower of fiction, who watched Moran and Morris the other night, had this comment to make:

"If Morris can get away with that style, and folks call it fighting, what's the use of anybody learning to fight? What's the use of a man spending years acquiring a knowledge of the rudiments of ring fighting? Why not just learn a few Graeco-Roman holds?"

The eclipse of Fulton and Morris' defeat of Moran leaves Carl almost alone in the capacity of heavy-weight championship contender. He is the last of the lumberers. The younger big men now in the ring have not displayed enough promise as yet to warrant viewing them even as prospects of the future.

The class is about gone. A few years ago there were representatives of the division on every corner. If Willard should meet and beat Morris, then it is certain big Jess would retire whether he wanted to or not, because there would be no one else in the land for him to lick. A Morris-Willard match would not

Standing Of Competitors In Rowing Club's Swimming Series 1917

(Continued from Page 1)

memorable for the initiation of the Shanghai Water Polo League, the definite formation of an effective unit of the Police Swimming Club and the inauguration of the Japanese Swimming Club of Shanghai. For many years past the Japanese have held an annual swimming meet, and most entertaining events they were, comprising several "stunts" not seen on any other programs locally, but the Nipponese have ever held aloof from the other clubs. This year, however, they have contemplated rapprochement and next year they may confidently be expected to enter a team for the water polo league.

Balance of S. I. S. C. program for 1917.
Tuesday, August 14th:
1.—100 yards—Handicap.
2.—Fancy Diving.

Games To Be Played In Water Polo League

Date. Clubs. Venue.

Fri., Aug. 17—Rowing Club.....vs.....Police.....Municipal Bath.

Wed., 22—Police.....vs.....S. I. S. C.....Rowing Club Bath.

Standing Of Clubs In Shanghai Water Polo League For Johnstone Shield

Goals

Played Won Lost For Against Points

Rowing Club.....3 3 0 16 7 6

International Swimming Club 3 1 2 9 10 2

Police Swimming Club.....2 0 2 4 12 0

Goals scored by:—H. D. Rogers 5, E. P. Mears 4, J. S. Agassiz 2, W. Jones 2, I. A. Macdonald 2, J. Wilson 2, F. A. Remedios 2, W. F. Hamlin 1, L. Encarnacao 1, E. A. Brodie 2, R. W. MacCabe 1, E. Thacher 1, F. W. Golding 1.

be much of a card, unless it could be staged in Oklahoma or somewhere near Oklahoma. Down in that region they think Carl is a great fighter, and flock to see him. Elsewhere, however, not even the magic of the name of the champion could attract much money.

Morris will probably have to give Jess the entire financial return, and he may be willing to do that just to get a crack at the title.

Machine Gunners Run Total Of 162

(Continued from Page 1)

School Boys enjoyed a well deserved win at the expense of the S.C.C. representatives. Batting first, the School scored 204 in exactly 155 minutes. Ambrose being the highest scorer with 32, although Ahmed, Quincey, Manley, Willis and Sullivan all batted well. Monk tried 6 bowlers and the honors were very well evenly divided.

Field batted well for his 15 on behalf of the Club and Rose 13 was also well deserved. Kilby and Lovetwo splendid bats—were out and very cheaply, and then only Norman and Barnes were able to cope with the bowling.

The innings closed for 104, leaving the School victors by exactly 100 runs.

The scores and analysis are as follows:—

Thomas Hanbury School O.B.

G. V. Jensen, b. Knight.....1

A. Madar, b. Monk.....5

A. S. Ahmed, b. Monk.....13

L. G. Quincey, c. Forshaw, b. Norman.....27

3.—Back Stroke.

4.—Water Polo.

Friday, August 17th:

1.—220 yards—Handicap.

2.—Throwing the Polo Ball.

3.—Water Polo.

Tuesday, August 21st:

1.—440 yards—Handicap.

2.—Long Plunge.

3.—Water Polo.

Swimming Program This Week

Tuesday—S. I. S. C. practice at Municipal Bath.

Wednesday—S. R. C. mid-week gala at Rowing Club tank.

Thursday—S. M. P. Swimming Club practice at Municipal Bath.

Friday—S. I. S. C. miniature gala at Municipal Bath, including return water polo league match between the Rowing Club and the Police.

W. T. Manley, c. Field, b. Lover	16
A. J. Willis, c. Barnes, b. Norman	28
M. J. Ambrose, b. Kilby	32
C. A. Sullivan, run out	22
A. R. Madar, run out	6
G. A. Johansen, b. Kilby	14
A. Costa, not out	6
Extras	24

Total.....304

Bowling Analysis

O. M. R. W.

C. Knight.....5 0 25 1

W. J. Monk.....13 1 56 2

E. G. B. Lover.....5 1 13 1

E. G. Norman.....9 0 34 2

G. P. Forshaw.....3 0 23 0

H. W. Kilby.....10 3 0 32 2

S.C.C. 2nd XI

C. D. Field, run out.....15

Craigie Rose, b. Johansen.....13

H. W. Kilby, c. Sullivan, b. Willis.....1

E. G. B. Lover, b. Manley.....15

E. G. Norman, b. Manley.....15

R. Knight, c. Ahmed, b. Manley.....0

W. J. Monk, c. Costa, b. Johansen.....0

E. G. Barnes, c. Sullivan, b. Manley.....24

G. E. Forshaw, not out.....3

E. Toog, c. Sullivan, b. Ambrose.....15

Extras.....15

Total.....104

Bowling Analysis

O. M. R. W.

A. J. Willis.....7 5 17 1

L. G. Quincey.....3 2 21 0

G. A. Johansen.....6 2 14 2

W. T. Manley.....7 1 54 4

H. J. Ambrose.....4 1 13 1

WOMEN OF GERMANY
ARE FIGHTING, TOO

Several Of Them Captured By
Their Russian Sisters On
Eastern Front

Petrograd, July 31.—The Russian women's battalion, after participating in fighting near Smorgon on July 25, in which they engaged in many fierce encounters, captured many German prisoners. Among these prisoners were several women. This is the first proof that German women are also fighting on the Russian front.

End Life If Captured

New York, July 31.—In their first

engagement against the Austrians on the Gallician front, twenty members of the Russian women's battalion were killed, thirty wounded and eight taken prisoners.

The women soldiers of the Russian army have taken oath that should they be captured by the enemy they will commit suicide. It is said they carry poisonous medicine with which to end their lives should the occasion demand.

JAPANESE PATROL PACIFIC?

Tokio, July 30.—It is officially announced that the Jishi mission to the United States is not for the purpose of discussing purely Japanese-American issues. The conduct of the war will be the only subject of discussion, and the main question will be a proposal to use the Japanese navy for policing the Pacific, thus releasing American ships for service elsewhere.

DRINK

"JOHN HAIG"

Made at Markinch, Scotland, in the OLDEST DISTILLERY in the world, where the blending and distilling of Scotch Whisky has been a science for centuries.

Gande, Price & Co.

Sole Agents

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Optician

Refracting and Manufacturing

Toric Lenses
Invaluable Bifocals

Sun Glasses in Various Shades

W. T. Findley, M.D.
36 Nanking Road, Tel. 1929



There Pen sat and talked-talked to Emily
Pendennis Ch. 6

None will fail to feel the charm there is in those few words - to most will come a recollection of their own infatuation. And in the quiet of reflective mood there will be at once an atmosphere wherein the charm of a cigarette is most enthralling. At such a time you will discover the full significance of the "Pedigree" quality in the "Three Castles" Brand - then you will find out exactly why you have always cared more for them than any other. Not only because they are mild, fragrant and beautifully made, because they're pure and restful, but because in them there is that indefinable something - a subtle charm which has secured the world's infatuation.

"There's no sweeter tobacco comes from Virginia and no better Brand than the 'Three Castles' with their 'The Virginia'." — *Wm. Thackeray 'The Virginians'*

The Three Castles

VIRGINIA CIGARETTES

The Cigarette with the Pedigree



W.D. & H.O. WILLS,
BRISTOL & LONDON, ENGLAND

(This advertisement is issued by the British-American Tobacco Company, Ltd.)

MELACHRINO CIGARETTES.

SPORTING NEWS SECTION

THE CHINA PRESS

SHANGHAI, SUNDAY, AUGUST 12, 1917

MACHINE GUNNERS RUN TOTAL OF 162

But Long Innings Saves Powhattan And Match Ends In Draw

HEAT SLOWS UP PLAY
Hanbury Old Boys Have Deserved Win Over S. C. C. Second XI

In the match between the Machine Gun Co., S.V.C., and the Powhattan Club, played on the S.C.C. ground yesterday afternoon, the Machine Gunners were the fortunate winners of the toss and for two hours and a half they kept their opponents in the field while they amassed the total of 162 for 9 wickets, after which Stags declared. No doubt the overbearing heat accounted for the lackadaisical efforts on the part of many of the players.

White and Turner gave the Volunteers a good start but after both these players had left, Barley and Jones were out cheap and then Stags and Johnstone made things look better. Cheetham did not trouble the scores but both Campbell and When hit out with good effect and, together with Stags's fine contribution of 40, the total reached a respectable one. Harber, put in late, and Vine were the most successful bowlers.

When the Powhattan Club commenced their innings, Cooper was soon bowled by White but Ellis and Thompson brought the score up to 35 before the former was well held at point. Thompson soon followed, having the misfortune to hit his wicket, when he seemed well set. Anderson and Langley then brought the score up to 50 before Langley was badly run out and although Warrenner gave Anderson some assistance the light came to the rescue of the Powhattan and the game thus resulted in a draw. Anderson played well for his 30, marred by one chance at point when 10. Turner captured 3 wickets for only 9 runs and might have with advantage been put on earlier.

The full scores and analysis are as follows:
Machine Gun Co. S.V.C.
W. C. D. Turner, c. Harber b. Foster 10
A. V. White, b. Vine 26
C. L. W. Bailey, c. Langley, b. Cooper 8
H. E. Jones, b. Vine 0
E. W. Stagg, c. Foster, b. Harber 40
R. W. Johnstone, c. Foster, b. Harber 16
D. Campbell, c. Thompson, b. Langley 26
I. When, not out 22
E. F. Thorpe, b. Vine 0
G. H. Benwell, did not bat 0
Extras 12
Innings declared closed Total 162

Bowling Analysis
O. M. R. W.
J. J. Ellis 9 41 0
W. C. Foster 11 30 1
S. Vine 6 25 3
R. H. Cooper 3 0 11
C. E. Harber 6 1 32
H. Langley 3 0 17
Powhattan Club
H. J. Cooper, b. White 2
J. J. Ellis, c. Johnstone, b. White 14
C. E. M. Thompson, hit wkt. b. Stagg 20
W. E. Anderson, c. Stagg, b. Turner 30
H. Langley, run out 8
W. H. L. Warrenner, st. Cheetham, b. Turner 6
W. J. Hayner, c. Stagg, b. Turner 3
C. E. Harber, did not bat 0
W. C. Foster, not out 5
S. Vine, did not bat 0
S. Hewkin, did not bat 10
Extras 10
(7 wks) Total 98

Bowling Analysis
O. M. R. W.
A. V. White 12 0 23 2
E. W. Stagg 9 2 20 1
R. W. Johnstone 3 0 9 0
C. L. W. Bailey 2 0 7 0
D. Campbell 1 0 6 0
W. C. D. Turner 22 4 9 3
H. E. Jones 1 0 4 0
Johnstone and White, bowled 1 wide each.
S.C.C. 2nd XI Lost To Hanbury O.B.
On the "Recs" ground, kindly loaned for the occasion, the ex-

(Continued on Page 2)

Lawn Bowls

Scotland Loses
Scotland lost to the Rest of Shanghai yesterday by 26 points, the score being 187 to 161, as follows:

Scotland. Rest.
On S.L.B.C. Ground.
Rink No. 1.

J. C. Thomson (skip) J. Scotson (skip)

J. Shaw W. A. Ogden
A. W. McCallum S. Marks
G. Bloom F. Large

Rink No. 2.
A. D. Bell Alb. Taylor (skip)

R. C. Aitkenhead S. Hammond
J. S. McGavin T. E. Trueman
G. Dunlop J. D. Gaines

Rink No. 3.
G. McMurdo G. E. Stormes (skip)

G. L. Campbell G. Sherman
W. S. Campbell G. Marshall
A. S. Allan F. George

Rink No. 4.
J. Burnside E. L. Hunter (skip)

A. M. McGregor R. Dorrance
J. Valentine T. Harborne
M. B. Anderson W. Gater

Rink No. 5.
W. D. McCallum R. J. Bowerman (skip)

D. MacDonald W. S. Featherstonhaugh
D. Macintosh C. Komaroff
R. K. Hamilton E. A. Prince

on S.R.C. Ground.
Rink No. 6.
D. McAllister B. Anderton (skip)

J. T. Disselduff P. Ephgrave
G. S. Anderson W. J. Gande
Arch. Taylor W. R. Kinipple

Rink No. 7.
J. Park F. Jones (skip)

A. Spiers G. Hall (skip)
D. McGregor G. Marshgreen
D. Mennie F. Lloyd

Rink No. 8.
A. A. Malcolm W. G. Brown (skip)

A. Braid G. Manwaring
D. M. Graham H. S. Smyth
F. B. Walker C. Thompson

Rink No. 9.
J. C. MacDougall L. Evans (skip)

W. T. Bissett J. J. Sheridan
A. N. Other W. Dutton
S. M. Wallace P. L. Marshall

Reserves for Scotland—J. McPherson, J. Ross and C. Earle.

S.L.B.C. v. J.G.C. Today

This match postponed from last Sunday will be played on the S.L.B.C. rinks at 3.45 p.m. today.

The home team will be represented by—W. A. Ogden, E. L. Hunter, J. T. Disselduff, W. Gater, A. D. Bell, L. Evans, T. Harborne, G. Dunlop, G. H. Phillips, J. Valentine, F. Large, J. D. Gaines, J. C. MacDougall, A. Taylor, J. J. Sheridan and P. L. Marshall.

The following will represent the Junior Golf Club.

A. Taylor W. R. Kinipple
G. S. Anderson T. Spring
P. Ephgrave C. Richards
D. McAllister Angus Macintosh

(skip) (skip)
F. George F. B. Walker
M. B. Anderson J. Stewart
G. Marshgreen B. Anderton
G. B. Stormes A. Braid

(skip) (skip)
Reserves—P. B. Critchley and C. Larsen.

Baseball For Today

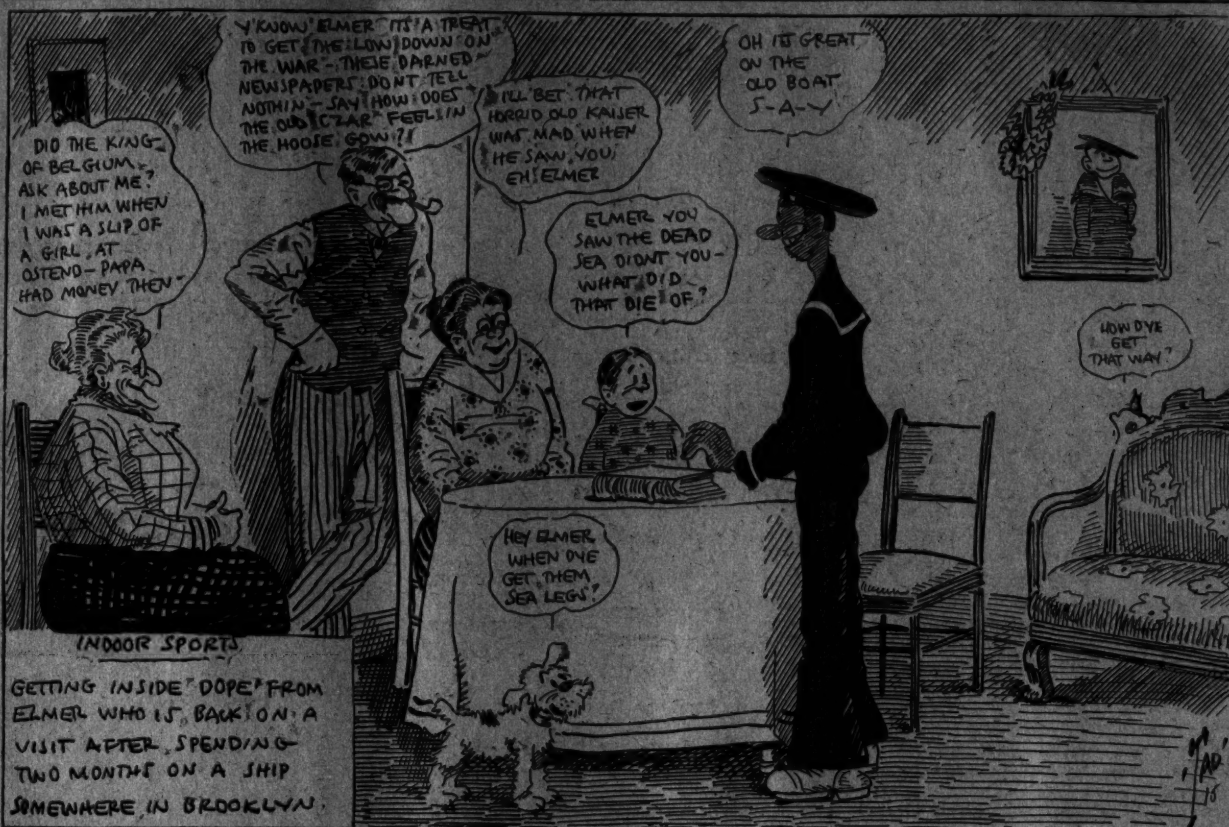
All-Navy and All-Shanghai play nine innings today on the Race Course diamond, activities scheduled to start at 3:30.

Mail Notices

MAILS CLOSE

For Japan:
Per N.Y.K. s.s. Chikugo M. Aug. 13
Per N.Y.K. s.s. Kasuga M. Aug. 18
Per R.V.F. s.s. Simbirsk Aug. 17
Per N.Y.K. s.s. Yawata M. Aug. 17
Per N.Y.K. s.s. Hakui M. Aug. 20
For U.S. Canada and Europe:
Per T.K.K. s.s. Tenyo Maru Aug. 13
Per P.M. s.s. Venezuela Aug. 13
For Europe:
Per N.Y.K. s.s. Atsuta M. Aug. 21
Per N.Y.K. s.s. Hitachi M. Aug. 31

INDOOR SPORTS



Lawn Tennis

S. C. C. v. Police
Shanghai Cricket Club tennis men and the Police met stars met today on the grounds of the former at 4.30 p.m. The match will be for best out of five sets. (The players will be:

S. C. C.
E. G. Norman and St. G. R. Clark
H. Middleton and L. R. When.
H. Webb and A. J. Grant.
C. D. Field and Dr. A. Moore.
Churchill Knight and J. A. T. Thomas.

Reserves—C. S. Cheetham and A. H. Leale.

POLICE
Capt. E. I. M. Barrett, M. O.
Springfield, J. Quale, P. Foley, J. S. W. Milne, J. Adams, C. Bull, R. W. York, H. Jefferson and C. Doyle.

Reserves—R. Ockwell, R. W. Shellwell and T. S. Fry.

S. N. R. Recreation Club v. Public School

The Shanghai-Nanking Railway Recreation Club and the Public School Old Boys play tennis at 4 o'clock this afternoon on the S. N. R. ground at Markham Road. A special coach for the contestants will leave the Shanghai Railway station, North, at 3.45. The school players will be:

H. Stellingwerf and Y. O. Remedios; J. P. Hawes and C. E. Ollerdsen; J. Harvey and G. Madar; Reserves, B. Shirazee.

Police Defeat Japanese
The Police defeated the Japanese Friday afternoon, 72 games to 65.

The scores:
M. O. Springfield and J. F. W. Milne lost to S. Takagi and J. Shimizu 2-6, 1-6, 2-6.

H. Jefferson and J. Hunter beat T. Kawahara and T. Kimura 6-2, 6-4, 6-2.

T. Foley and J. Quayle beat Shibuyama and Furutani 6-2, 6-6, 6-7.

J. Adams and W. Robertson lost to T. Kayi and J. Luzuki 6-3, 3-6, 3-6.

R. W. York and Bull lost to M. Harada and S. Matsunaga 1-6, 4-6, 6-3.

Music For Monday

The following program will, weather permitting, be played by the Band in the Public Garden tomorrow, beginning at 5.30 p.m.:
1. March, "Manhattan Beach"
2. Overture, "Ivan"
3. Waltz, "Eton Boating Song"
4. Selection, "A Runaway Girl"
5. (a) "Ronde Lorraine" (b) Serenade, "My Girl"
6. Selection, "A Highland Scene"
A. de Kroyer, Conductor-in-Charge.

By Tad

BALL PLAYERS WIN FROM CRICKETERS

Novices Field Well But Are Out-Hit In Seven Inning Contest

REDS LOSE TO BLUES, 4-3
League Leaders Jolted In See-Saw Battle Marked By Little Batting

A good crowd of fans came out yesterday to witness the match between the Blues and the Reds, the Blues jolted the Reds out of their 1,000 per cent league standing and later saw the cricketers lose to the diamond experts.

The score board read 15 to 1 when the argument between cricket men and baseball players concluded after seven innings, but, as mentioned, the reflection of the pastime abilities of the novices is positively not so grave as the score might seem to indicate.

Everybody admitted that it was too sizzling a day for a double-header and Bristow and Roberts went in as battery for the visitors after a grueling day's work in the previous league game. The cricketers put up a good exhibition in the field, but were simply out-hit. They only accumulated four safeties themselves, but they were touching the ball nevertheless, only two men striking out throughout the contest.

The game started out in snappy style with the cricketers in the field. Roberts struck out Holliday and Clapp and Bristow caught Woods, who had hit off third, Lanning handling the play in faultless style. The visitors couldn't score in their half and then Roberts began to show the effects of the sun. He shot Wilhoit's roller over to Wigton for the first out and then Turner, Porterfield and Tinkham hit safely in succession, counting two. A wild pitch let in the third run. A hit and a couple of errors let in two more in the third and two more safeties counted another brace in the fourth.

Next Doubled Play

Wilhoit started off the fifth with a three bagger and just as another tally seemed imminent the cricketing aggregation pulled off a fifty double play. Turner, following Wilhoit, tried to hunt for the hit and run stunt, but Roberts sent the ball high and it came back into his hands. Wilhoit had come way in and had no chance to get back to third. Porterfield was hit but Tinkham struck out, giving the ball men their second goose-egg.

The battery changed ends to begin the sixth. Davis and Bills greeted Bristow's advent to the box with singles and then Holliday cleared the sacks with a rousing homer to right. Two more singles and Wilhoit's double added two more.

The cricketers got their marker in the sixth when Brant led off with a corking three-base drive and came in ahead of the throw on Clifford's infield rap. Brant proved the hitting hero of the day for the strangers, getting a clean single in addition to his extra-base swat. The Lanning brothers furnished the rest of the safeties bagged, one each.

A. E. Lanning fielded a classy game at third with six out of seven chances to his credit. Ollerdsen took a lot of hard trials and only missed a pair out of another seven.

Turner and Wilhoit were the heavy hitters for the ball men, getting three apiece. Bills got two in three times up and stole four bases.

Capt. Barrett Makes His Mark

Capt. Barrett failed to notch any hits but he met the ball squarely every time at bat. He got on when Clapp failed to handle one of his grass cutters in the fourth frame. On Brant's short hit he made second, sliding in on a close play, and when Clifford waited out a walk the sacks were full and none out.

The star cricketer was nailed at the plate, however, when Lanning rolled to Clapp. With the bases all jammed the next two men were easy outs and the rally faded.

The score:
Baseball Men ab r h po e
Holliday, ss 5 2 1 3 0
Woods, cf 4 0 2 0 0
Clapp, 3b 5 2 1 2 1
Wilhoit, 1b 5 2 3 3 0
Turner, 2b 3 1 3 0 0
Porterfield, rf 4 3 1 0 1
Tinkham, rf 4 3 1 0 1
Davis, c 4 2 2 1 0
Bills, p 3 3 2 1 0

Totals 38 16 21 11 1

Cricketers ab r h po e
Barrett, rf 4 0 0 0 0

At The Theaters

The amusement program for the week shows plenty of features for the theater-goer.

The Cameos, owing to an eleventh hour change in program, made too late to alter the theater advertisement, will have their final appearance at the Olympic Theater tonight. They will put on a special request program for the farewell engagement at the Bubbling Well Road playhouse. On Tuesday night

"The Shot" holds the place of honor at the Apollo this afternoon and tonight. The Pathe British, French and American Gazettes and two comedy reels round out the program. Beginning tomorrow, will be shown the 5th and 6th episodes of "Liberty," four reels of stirring action, and a pair of funnies.

"The Terrible Poison," a six-part thriller dealing with love, jealousy and revenge, filmed in gripping fashion, is the main offering at the Victoria for matinee and evening performance today. A new Gaumont Graphic and "Calamity Anne's Inheritance," calculated to bring the laughs even in hot weather, are also to be shown. The Cameos make their debut at this theater on Tuesday, as mentioned above.

Tonight is opening night for the new Open-Air Cinema in the former German Gardens at 474 Avenue Joffre. The Official Italian War Films, secured under auspices of the Italian Chamber of Commerce, head the program, to be followed by a screaming two-part Triangle Keystone comedy, "Dash and Courage," and two other amusing films. The performance starts at 9.15.

"The Crystal Globe" and "A Message from the Sky," two fascinating episodes in the great serial, "The Panatic," are on display at the Isis Theater this afternoon and evening. The four reels of drama will be augmented by four comedy hits.

At Town Cinema, matinee and night performances, will be shown the 13th and 14th episodes of "Who's Gilty?" and a "Lonesome Luke" Comedy, as well as other funny films. Program change tomorrow when new episodes of "The Shielding Shadow" are advertised.

St. George's Gardens open-air film arena continues to appeal to the picture lovers in increasing numbers as the weather grows warmer. Program change tomorrow and Friday.

The Weather

Fine and hot. The maximum temperature yesterday was 98.6 and the minimum 78.6, the figures for the corresponding day last year being respectively 90.5 and 72.5.

(Continued on Page 2)